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JUNE 2015

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- On board Southampton's new megaship
- Biggest cruise ship to serve UK market

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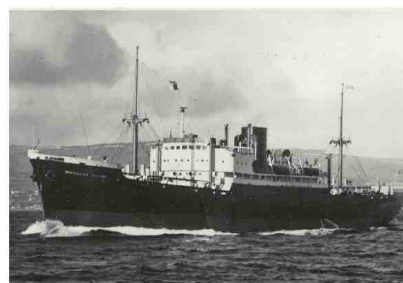
Dover ferries Crossing to Calais



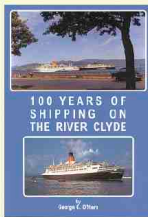
Lauro Lines Shipping empire



Cargo vessels Foreign flags



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100 Years of Shipping on the River Clyde

George C O'Hara

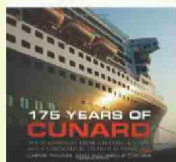
A full historical narrative about the shipping activity on the

River Clyde in the twentieth century. "Any person who worked in the shipyards its a must read book", " ...the photographs are brilliant". "What a good read..." More than 220 pictures 192pp. PB. 210 x 298mm £9.99 [33923]

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Rachelle Cross & Chris Frame

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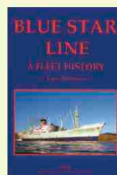
Photographic History of P&O Cruises

Doug Cremer, Rachell Cross, Chris Frame, Robert

Henderson Through an impressive and unique collection of imagery, this book details the history of P&O Cruises and explores the impact P&O had in shaping the British Empire. 144pp. PB. 226 x 248 mm £19.99 [33886]

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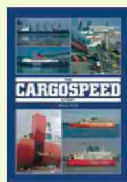
Blue Star Line: A Fleet History

Tony Atkinson Definitive fleet history of one of the most prominent British liner companies. HB

288pp A4 Fully illustrated £37.00 [33367] H

Cargospeed - The Story

Bruce Peter Profusely illustrated with unpublished photographs, the book fills a gap in knowledge about an important aspect of modern merchant shipping. 88pp. PB. £18.50 [33847] Due March



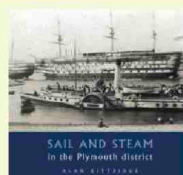
Blown to Eternity

John Hendy The TSS Princess Irene

and her identical sister Princess Margaret were ordered by CPR but hastily converted to minelayers in 1915. After just two months in service, whilst swinging on No. 28 buoy off Port Victoria Pier on the Medway, HMS Princess Irene was destroyed by a catastrophic internal explosion. This is her story. 2nd edition marking the centenary of her loss. 36pp. PB. 150 x 210 mm £5.00 [33916]

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Sam Jefferson This enthralling book takes us on a tour of the most dangerous, exciting and often eccentric escapades of literature's sailing stars, and how these true stories inspired and informed their best-loved works. 330pp. HB. 234 x 153 mm £16.99 [33902]



Sail and Steam in the Plymouth District

Alan Kittridge The history of shipping within

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Ships Illustrated: Queen Mary Janette McCutcheon 100pp. PBLF. A4 Illustrated £7.95 [33860] (+ £2.00 postage if ordered separately).

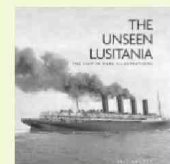


Sealink and Beyond

Matthew Murtland & Richard Seville The authors have spent over a decade have included an up to date illustrated fleet list covering over 150 vessels. 256pp. PB. 295 x 210 mm £24.50 [33419] H



Unseen Lusitania : The Ship in Rare Illustrations Through never-before-seen photographs and illustrations, Eric Sauder brings RMS Lusitania to life once again



with vivid, unseen photographs and postcards from his extensive private collection 160pp. HB. 250 x 250 mm £25.00 [33752] H



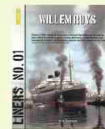
Liners 03 Achille Lauro

Arne Zuidhoek In 1965, the Dutch liner Willem Ruys was sold and

renamed the Achille Lauro (after the company owner). The ship became world news when it was hijacked by members of the PLF in 1985. 48pp. PB. 220x270mm colour photos English text £16.50 [33866] Due End March

This book follows on from Lanasta's **Liners 01 Willem Ruys** 48pp. PB. 220x270mm £16.50 [33709] and completes the story of this famous ship.

Liners 02: Rotterdam has been delayed and is now due to be published in June on the occasion of her 100th visit to Rotterdam).



SPECIAL OFFER

Buy Liners 01 & 03 together for the special price of £30.00 for the two - please use order code [33867] (Please note **Liners 02: Rotterdam** has been delayed and is now due to be published in June on the occasion of her 100th visit to Rotterdam).

Every year, the Royal Institute of Naval Architects publishes its annual round up of the most innovative or significant new builds of the year. Must have publications for the shipping industry and for modern ship enthusiasts.

Significant Ships of 2014 RINA PB. £48.00 [33888]



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See us at the 2015 Southampton Ship Show on Sunday 3rd May 2015, Novotel Hotel, Southampton

Sunday 3rd May is also the day of Cunard's 175th anniversary and the 3 Queens will be departing that evening from Southampton as part of the celebrations. For more details see: www.ocean-liner-society.com. Venue is the Novotel Hotel. 10.00-3.00pm. **Come and see our special Show Offers on the day!**

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Liberation for Channel Islands?

The new Channel Islands ferry Condor Liberation entered service on 27 March and I was fortunate enough to be on the first passenger sailing from Poole to Guernsey.

The new vessel had been running trials during the previous weeks out of both Poole and the Channel Islands. No fast craft had been in service for the days prior to the crossing, and so Condor Liberation was more or less full.

But despite the number of people on board, I found her passenger deck to be comfortable.

Although she arrived a little late into Guernsey, her entry into service made it onto TV news bulletins in the evening. However, the following day she made the news for the wrong reasons after she hit the harbour wall while being manoeuvred as she arrived at St Peter Port, resulting in damage which led to her going to Poole for repairs several days of



Condor Liberation was introduced on 27 March, but subsequently caused operator Condor Ferries something of a public relations nightmare.



sailings being cancelled. Bad weather had also resulted in her sailings to be cancelled, but let's hope that when the damage is repaired and operations have become practised, Liberation does provide a reliable service.

The new ferry is named to mark the liberation of the Channel Islands from the Nazis 70 years ago, and also chimes with the forthcoming 75th anniversary of Operation Dynamo and the evacuation of the British Expeditionary Force from Dunkirk. This famous event is remembered in our special ten-page feature starting on page 30. And the gathering of the Dunkirk Little Ships at the end of May promises to be one of the biggest and best.

Nicholas Leach

Nicholas Leach
Editor
sm.ed@kelsey.co.uk

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Contributors this month



Roy Fenton

Roy Fenton developed his interest in ships as a teenager, and they still fascinate him 50 years later. His speciality is cargo ships from the 'golden age', which ended in about 1970.



Campbell McCutcheon

Campbell McCutcheon lives in Gloucester. His interests are wide and varied, from bubble cars to ships of all shapes, sizes, sorts and types, particularly cruise ships and historic liners.



Russell Plummer

Russell Plummer has had articles in every issue of Ships Monthly since July 1976. In contrast to the 21st century ferry and cruise scene, he likes to relax by sailing on the historic Swiss paddlers.



Kevin Mitchell

Based in Poole, Kevin Mitchell started taking photos of ships in the 1990s and has been a regular contributor to Ships Monthly for the past ten years.

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USS Theodore Roosevelt (CVN 71) returned to the Solent between 22-27 March on the first stop of a nine-month deployment to the Middle East. The aircraft carrier was accompanied by USS Winston S. Churchill. Having sailed from Norfolk, Virginia on the US east coast on 11 March, CVN 71 will end her deployment with a homeport shift to San Diego, California. MARITIME PHOTOGRAPHIC



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COVER The new cruise ship Britannia makes her debut at Southampton on 6 March. Our behind-the-scenes feature can be found on pages 23 to 27. **NICHOLAS LEACH**

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Ships

MONTHLY



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DUNKIRK

75TH anniversary

10-PAGE PULL-OUT



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Can you identify this month's mystery ship?

Blue Queen delivered

SUPPLY VESSEL

Norway's Ulstein Verft has delivered the 83.4m by 18m platform supply vessel Blue Queen to its associated Blue Ship Invest as the ninth PX121 type ship it has finished. The 4,065dwt vessel has been placed under the management of compatriot company Golden Energy Offshore, a fully integrated shipowning and management firm located in Ålesund, Norway, which will also take on the management of a sistership which is to be delivered later this year. JS



ABOVE Blue Queen is the ninth PX121 platform supply vessel. PER EIDE STUDIO

Lithuania gets its Independence



FLOATING STORAGE

Europe's first floating storage and re-gasification (FSRU) newbuilding arrived in Kalpeda from South Korea's Hyundai Heavy Industries Ulsan yard on 27 October 2014 and received her first cargo on 23 December from Norway. Owned by Norway's Høegh LNG, she is on a ten-year charter to Lithuania's state-owned energy company, Klaipeda Naftos.

The ship will be almost permanently berthed at a purpose-built 450m-long

terminal just offshore the country's only port, next to Klaipeda island for safety and security reasons. Costing US\$330 million, the ship can hold 170,000m³ of LNG, which will be brought by supply ships for gas companies who rent capacity.

Independence can meet not only all of Lithuania's gas demand, but is also able to supply nearby Latvia and Estonia, with possible supplies also going to Poland and Finland when pipelines are in place. The ship's name has come about because she allows

the country to diversify from being solely reliant on Russian natural gas.

She measures 294m by 46m, has a draught of 12.6m and is almost 110,000gt. Independence is a thermally-insulated, membrane storage FSRU that keeps its cargo at minus 162°C. Dual fuel engines, when in use, provide a service speed of 18 knots. Although a permanent FSRU, Independence will make at least one voyage a year to ensure the ship's operability. Høegh LNG has ordered seven of these ships. JP

Conversion work completed

RESEARCH SHIP

In March the Dutch governmental shipping company Rijkssrederij (part of the Dutch Ministry of Infrastructure and Environment, Rijkswaterstaat) took delivery of its scientific research vessel Tridens after an extensive refit at Damen Maaskant Shipyards Stellendam in the Netherlands.

Tridens underwent a major midlife conversion to boost the vessel's multifunctional capabilities for fisheries research, including the installation of an innovative 'drop

keel'. The Rijkssrederij is the custodian of the North Sea and manages a fleet of specialist vessels.

The maritime research institute IMARES, in collaboration with other European fisheries institutes, employs the 73.5m Tridens to help determine fish stocks in the North Sea, among other duties. The major refit will improve the efficiency of the 25-year-old Tridens, with a wide range of scientific research equipment fitted, including the drop keel, which greatly improves the performance of the echo sounders.



ABOVE Built in 1990, the 2,199gt research vessel Tridens can accurately track biomass and fish shoals in the ocean as well as conduct bathymetric surveys.

Mersey life-saver named



ABOVE The new Hoylake lifeboat Edmund Hawthorn Micklewood is recovered onto the Supacat Launch & Recovery rig after her naming ceremony. NICHOLAS LEACH

NEW LIFEBOAT

The new 13m Shannon class lifeboat Edmund Hawthorn Micklewood was formally named on Sunday 22 March 2015 at her Hoylake station in bright spring sunshine, with a crowd of more than 300 RNLI volunteers, supporters and guests in attendance. The new lifeboat was funded in part through a generous legacy left by Paulette Micklewood, from Oxford, and was named after her grandfather, with local fundraising also helping to pay for the vessel. The £1.5 million Supacat Launch and Recovery rig, which is essential in getting the

new lifeboat afloat, was also funded by a legacy, from local man Roland Hough.

The lifeboat was named by a friend of Miss Micklewood, Geoffrey Ford Hawker, while Mr Hough's cousin, Mrs Susan Reed, named the launch and recovery system. Commodore David Squire, RNLI Trustee, formally accepted the lifeboat and launch vehicle. The event coincided with high water, so that when the boat was launched she could show off her abilities to the assembled crowd, as launching often takes place about a mile away across the huge expanse of beach over which the lifeboat has to be taken.

New dredger in the UK



ABOVE The new trailing suction hopper dredger Freeway arriving at Teesport during her maiden voyage in February. MICHAEL GREEN

HEAVYLIFT

In January Boskalis christened the new trailing suction hopper dredger Freeway (4,350gt) in the harbour next to the company's head office in Papendrecht, Netherlands. Freeway is the fourth in a series of 4,500m³ hopper dredgers that have been built for Boskalis in recent years.

The 5,950dwt dredger, completed by Shipkits of Groningen, is suited

for operations in shallow water, including port maintenance and coastal protection projects. Accepted into service on 30 January, the vessel undertook her maiden project in the UK and arrived at Teesport in February before moving to the Portsmouth area in March.

The Cypriot-flagged vessel, owned by BW Marine Cyprus Ltd, of Limassol left for Cuxhaven on 12 March after a successful maiden voyage. RC

Nine vessels in Carnival cruise order

NEW CRUISE SHIPS

UK subsidiaries Cunard and P&O Cruises look set to benefit directly or indirectly after Carnival Corp signed two strategic memorandums of agreement in late March that will add a total of nine new vessels to group operations over a four-year period from 2019 to 2022. The contracts have options for further tonnage running through to 2028 and including a new class of ships in the 175,000gt range.

Expected to serve established markets in North America and Europe as well as newer cruise sectors such as China, five of the ships will be built in Italy by Fincantieri at their yards in Monfalcone and Maghera, with the remaining four orders split between the Meyer Werft Yards in Papenburg, Germany, and Turku, Finland.

Each new ship will be specifically designed and developed for the brand it will serve, supporting Carnival's overall goal of exceeding guest expectations and improving every aspect of the on board experience. RP

BRIEF NEWS

HULL LUBRICATION • Norwegian Cruise Line's 164,600gt cruise ship Norwegian Bliss, ordered from Germany shipbuilder Meyer Werft and due to be delivered in early 2017, will be fitted with a Silverstream hull air lubrication system to reduce frictional resistance. Produced by Silverstream Technologies in the UK, the system produces a thin layer of micro bubbles that creates an 'air carpet' along the hull of the vessel to improve operational efficiency and reduce fuel consumption. A number of Japanese ships have already been fitted with similar air lubrication systems and the system was recently tested on a 40,000dwt products tanker with fuel savings of 4.3 per cent. JS

NEW ICEBREAKER • The new icebreaker being built for the Russian Ministry of Transport was launched at Arctech Helsinki Shipyard on 25 March. Before floating, she was formally named with the breaking of a champagne bottle on her bow. The vessel is one of three newbuildings ordered by the Russian Ministry of Transport from Vyborg Shipyard. The vessel's main tasks will be ice breaking, assisting heavy tonnage vessels in ice and towing vessels both in ice and in open water. The vessel is able to operate in temperatures as low as minus 40°C and break thick ice.

LARGEST CONRO • Italy's Ignazio Messina & Co has taken delivery of the 240m by 37.5m container/ro-ro (ConRo) vessel Jolly Cobalto from the STX Offshore & Shipbuilding shipyard in Jinhae, South Korea. Claimed by Messina to be the largest ConRo in the world by virtue of a 3,900TEU capacity and 6,350 lane-metres of ro-ro, the post-Panamax ship is the second of four similar 21.5-knot ConRos being completed for the Italian company by the South Korean yard. JS



Historic cargo ship off to breakers

Seen under tow to shipbreakers, Bulgaria's 66-year-old Petar Beron is thought to be the world's last unaltered superstructure amidships freighter apart from several museum ships. YURI STANKOV



CARGO VESSEL

Just another old decrepit cargo ship being towed off to the bone yard – but possibly bringing an end to an era. Unless there are a few other unaltered superstructure amidships freighters still lingering in the backwaters of China, this will be the last of them.

Completed in 1949 at the J. L. Thompson & Sons shipyard in

Sunderland as Brandanger for Norway's Westfal-Larsen, the former Norwegian vessel survived well past her prime because she was chosen by the Bulgarian Maritime Training Centre at Varna, Bulgaria to be used for training purposes.

However, in December 2014, and under the name Petar Beron, the old ship was finally towed off to the breakers because of her deteriorated

condition. This leaves a few superstructure amidships freighters, all altered for military employment, in the US reserve fleet, and a half-dozen restored Liberty and Victory ships that serve as floating museums. The only post-war-built cargo ship of this configuration saved as a museum piece is Cap San Diego, a former Hamburg Süd vessel now based at the Port of Hamburg in Germany. JS

MyFerryLink saga goes on

ENGLISH CHANNEL

Owners Eurotunnel and the SCOP co-operative, who currently run three MyFerryLink vessels between Calais and Dover, continue to take different courses over the future of the English Channel operation. While Eurotunnel press ahead with plans to sell MyFerryLink as a going concern, SCOP (Société Co-operative de Production Sea France SA) are still fighting an earlier ruling by British competition authority CMA banning MyFerryLink from the port of Dover.

Eurotunnel, hoping to net between €120 million and €150 million from the sale, confirmed it has received four expressions of interest in MyFerryLink, but chief executive/chairman Jacques Gounon said: 'Even if we identify a purchaser for the business, it needs clearance from the CMA. If you have three ships less during the summer, it's going to be very difficult.' Earlier M. Gounon claimed that MyFerryLink's commercial and operational success had scared its competitors.

SCOP went to the UK Court of Appeal for a two-day hearing in mid-March after an earlier challenge to the CMA had been thrown out, with the latest verdict still awaited as Ships Monthly went to press. RP



Tallink sells two 1980s ferries

FERRY SALES

In late February Tallink announced that it had sold two of its oldest ships to their current charterers. Silja Festival has been in Kitmat, Canada since January 2014 and it was always doubtful if she would see the Baltic again. Now acting as an accommodation vessel for building workers, she is now owed by Bridgman's Services and her future is obviously in this sector.

Built in Helsinki by Wärtsilä Marine in 1986, she could carry 2,230 passengers, with most able to sleep in 599 cabins of various sizes, and

had 885 lane metres for vehicles. Used on a variety of Baltic routes, she had Super 1 A ice classification and a service speed of 22 knots. The 33,818gt cruise ferry ended her days on Tallink's Stockholm-Riga route, flying the Latvian flag.

The even older Regina Baltica, which also flies the Latvian flag for SweOffshore in the North Sea, accommodating workers on Dong Energy's offshore wind park Borkum Rifgrund, was built at Wärtsilä Turku in 1980 as Viking Song. She spent four years in Viking's red livery before being sold to Fred. Olsen and rebuilt as Braemar. But in 1991 she was

briefly renamed Baltica on charter to the Baltic Shipping Co before, as Anna Karenina, she transported Russian military.

For four years she sailed on the St Petersburg-Nynäshamn-Kiel route, but by 1996 was sold to EstLine as Regina Baltica for the Tallinn-Stockholm route. A Mediterranean charter, followed by a short sojourn in the Faroes, then another summer in the Med. Regina Baltica's new career as a floating hotel began in 2012. SweOffshore's conversion added a helipad and single cabins for 300. In her cruise ferry days she took 2,000 passengers in 1,250 berths. JP

Insignia engine room fire

CARGO VESSEL

A US Coast Guard investigation regarding an engine room fire on Oceania Cruises' 30,277gt Insignia at Castries, St Lucia last year has disclosed that the blaze was started by a fuel oil spray igniting when it came into contact with hot exhaust piping or turbocharger components and the engine's fuel supply line parted.

Although the ship's extinguishing system automatically activated, and

fuel pumps and shut-off valves were secured, the short blaze also ignited bundles of electrical cable, filling the machinery space with smoke. As a result, one crew member and two technicians were unable to escape and died. The USCG has cautioned that machinery spaces can be very complex spaces and steps can be taken to improve the odds of a successful escape. These include learning the locations of available exits and escape routes in all directions. JS



ABOVE The 824-passenger Insignia, operated by Oceania Cruises, has returned to service after experiencing a major engine room fire. OCEANIA CRUISES

Army LCL goes for scrap

NORMAN KNOWLES-FORREST



LANDING CRAFT

On 22 March the former British Army Landing Craft Ardenne (L4001) was towed away from Lowestoft for scrapping. The LCL was decommissioned in 1998 and has spent her time since then moored at Lake Lothing, Lowestoft gradually deteriorating. She was towed away by

the Dutch tug Bever, assisted by the local tug Ems Defender at the stern, and was taken to Ghent for scrapping.

Landing Craft Logistic (LCL), operated by the Royal Logistic Corps (RLC), were taken out of service in 1998 following a defence review. The other LCL which has been at Lowestoft, Arakan (L4003), will also be going to Ghent for scrap soon.



Snowbow Productions (2000) Ltd



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Don't you wish you'd had a cine camera back in the heyday of the British Merchant Navy, to capture all those wonderful ships and maritime scenes? Cameras were luxuries back then so it's not surprising that film of those days is rarer than a hen's teeth, but worry not for Snowbow has been given exclusive access to the largest maritime film archive in the world, allowing us to produce these amazing DVDs showing you the scenes you would probably have shot yourselves, had you been able to. If an ex seafarer then you would have filmed the voyages you made, or if a ship lover then scenes of our once great ports when they were crammed full of ships of every shape and size. The film we have access to has it all, from sailing aboard the great trans-Atlantic liners to sailing around the world on all the other liners of the time such as those with P&O and Orient Line, or to Cape Town with Union-Castle. In short, the films cover just about everything including hundreds of conventional cargo ships, tankers, coasters and port and river craft including wonderful footage of tugs. As well as restoring all this film we've also put all the sounds back so if need be you can even close your eyes and just listen to yesteryear... We've even given each ship their own special whistles, which as you know, is no simple task. In short, it's like having a modern talking book but with the addition of all the moving film as well, all of which goes to make far better viewing than anything you're likely to see on television today! At the moment there are 37 x 60 minute programmes available including:

Episode 1

P&O and the Orient Line

Enjoy seeing all those great Classic liners, both above and below decks, and sail with them on their voyages all around the world.

Filmed 1940s - 60s

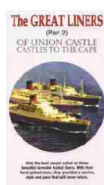


Episode 2

Union-Castle to the Cape

Sail from Southampton at 1600 hrs on a Thursday afternoon, aboard one of those magnificent Union-Castle liners"

Filmed 1950s-70s



Episode 3

Around the world on cargo ships

Sail the world aboard cargo ships, via Panama and Suez and see what life at sea was like in those days, but watch out for the horrendous storms!

Filmed 1950s

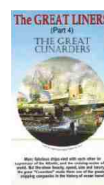


Episode 4

The Great Cunarders

Cunard White Star had the greatest fleet in the world, and this film brings them to you. You even cross the Atlantic on the two Queens

Filmed 1910-1980s



Episode 5

Royal Mail & Shaw Savill

To South America with Royal Mail, or around the world to Aus and NZ with Shaw Savill

Filmed 1930s-70s



Episode 6

British India

The whole of the BI fleet, cargo ships and passenger liners including school cruises.

Film 1950s/60s



Episode 7

Union-Castle & Ellerman

Sail from London's Royal docks aboard Union-Castle and Ellerman Lines services to Africa

Filmed 1930s/50s

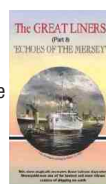


Episode 8

The Great Port of Liverpool

Amazing film of the port in its heyday, when ships filled every available berth. Oh how things have changed!

Filmed 1950s/60s

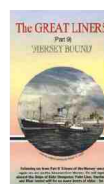


Episode 9

Blue Funnel

More scenes of L'pool, but this time we take you to the Far East with Blue Funnel

Filmed 1950s/60s

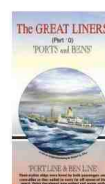


Episode 10

Port Line & Ben Line

Sailing the world on the magnificent ships of Port Line and Ben Line

Filmed 1950s/60s

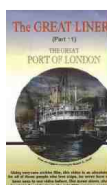


Episode 11

The Great Port of London

Once the biggest port in world with over 60,000 ship movements a year and ships berthed for as far as the eye could see.

Filmed 1940s/50s/60s



Episode 12

Furness Withy Lines

Furness Withy was a huge shipping company. In this programme we see cargo ships and their most famous luxury liner the magnificent "Queen of Bermuda".

Filmed 1930s - 1960



Episode 13

The Queen Mary

Even a small film clip of the old Queen Mary is rare, but this full length film actually takes you on her maiden voyage all the way from S'ton to New York.

Filmed 1936.

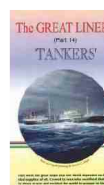


Episode 14

Tankers

We cater for all and so if your love is tankers, then there's a feast for you here. Esso, Shell, BP and more...

Filmed 1940s/50s/60s



Episode 15

The Great Port of Southampton

In the old days, if you neared Southampton aboard a train, people clamoured to see all the famous ocean liners lining the quays... The same scenes are in this amazing programme.

Filmed 1930s - 1970s.



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Wishing you lots of very Happy Viewing



BRIEF NEWS

TONNAGE SWITCH • DFDS has switched the larger 4,731-lane-metre Ficara Seaways to the Immingham-Vlaardingen route opposite the 3,343-lane-metre Jutlandia Seaways, with the latter's sister vessel, Fionia Seaways, going to the Immingham-Gothenburg run. The 1,692-lane-metre Anglia Seaways left the Vlaardingen service in March to return to the Irish Sea on charter to P&O Ferries while Norbank was at Cammell Laird on the Mersey for annual overhaul. She took European Endeavour's Liverpool-Dublin roster, with the latter filling in for Norbank.

ST HELEN FAREWELL • Former crew members were invited to return on 26 March when the Wightlink car ferry made one of her last Portsmouth-Fishbourne trips before she retired after 32 years on the route.

WEMYSS BAY • Pier repairs originally scheduled to have started in March have been delayed and are not now expected to begin until September. The problem is a delay in the manufacture of a new fendering system designed for the pier, which is the mainland terminal for CalMac's two-ship service to Rothesay.

WEYMOUTH LINK • New operator HighSpeedFerries is in talks with Weymouth Borough Council about starting a service to Cherbourg next year with two return trips a day and journey times of two hours in either direction.

Stena Superfast X named in Dublin



Stena Superfast X arriving in Dublin, where she was named on 9 March. STENA LINE

IRISH SEA

New Holyhead-Dublin Port route ferry Stena Superfast X was named in the Irish capital on Wednesday 11 March in a ceremony performed by Stena Line chairman Dan Sten Olsson, with Irish broadcasting personality Kathryn Thomas as the 30,285gt vessel's Godmother.

The 1,200 passenger/1,924 lane metre Stena Superfast X had arrived at Holyhead the previous week following a comprehensive internal refit at Gdynia in Poland, which included the creation

of a Stena Plus lounge, and she began sailings on 9 March, bringing increased capacity to the Central Corridor route shared with the South Korea-built Stena Adventurer (2003/43,532gt).

Both vessels make two return sailings in each 24-hour cycle, and the 2002-built Stena Superfast X will be out to match the success of sisters Stena Superfast VII and Stena Superfast VIII, which have been running between Belfast and Cairnryan since November 2011, the latter topping Stena fleet customer satisfaction ratings for the

second successive year.

The introduction of Stena Superfast X looks to have been a factor in Stena's decision not to operate high-speed sailings between Holyhead and Dun Laoghaire this year with HSS1500 catamaran Stena Explorer, which was withdrawn. Stena Nordica (2000/24,206gt), previously on the Dublin Port run, moved to Belfast on 9 March to relieve Stena Superfast VII during overhaul on the Cairnryan run before a charter to operate between Dover and Calais for DFDS.

Queen Mary restoration plans

CLYDE VESSEL

Ambitious plans to return former turbine steamer Queen Mary to the Clyde have been announced by the 1933-built vessel's owner, Ranjan Chowdhury, a 45 year-old London businessman who talks of opening the vessel in Glasgow as an educational

resource with a long-term objective of a return to passenger operations.

Currently laid up at Tilbury, Queen Mary was withdrawn by Caledonian MacBrayne in 1977 and ten years passed before she became a floating restaurant on the Thames at Victoria Embankment. It is suggested £10 million will be needed for a tow to Glasgow and refit.



ABOVE Queen Mary in her 1990s role as a Thames restaurant close to Waterloo Bridge. RUSSELL PLUMMER

FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS



PRINCESS SEAWAYS • DFDS Seaways took the 1986-built 31,356gt vessel off the North Shields-IJmuiden run to make a seven-night cruise to the Faroe Islands for the Solar Eclipse on 20 March. She berthed at Kollafjordur near Torshavn.

ABEL MATUTES • The five-year-old Balearia ferry will be fitted with a Rolls-Royce Bergen liquid natural gas engine in a collaboration between Rolls-Royce and Spanish company Gas Natural Fenosa. This contract is a first for Rolls-Royce to deliver an LNG engine on a European-flagged ferry operating outside of Norwegian waters. Since delivery by Barreras, the 31,259gt vessel has been powered by two Caterpillar diesel engines, which deliver 18,000kW for a service speed of 21 knots.

SATURN • The former Clyde streaker's acquisition by Pentland Ferries has been confirmed, with the 1978-built vessel moved from her long-time lay-up berth at Rosneath and towed to the Garvel Dry Dock on the Clyde for the start of preparations which need to be made for her to return to service as a support vessel in the offshore market.



ÉTRETAT • Brittany Ferries suspended 'économique' sailings from Portsmouth to Le Havre and Santander after the vessel suffered stabiliser faults. Replacement parts, unique to this class of Visentini-built vessel, were to be fitted during a scheduled dry docking in April. Étretat returned to service, taking freight only to Le Havre, from 16 March, with the full passenger service expected to resume to Le Havre on 11 May and to Santander on 23 May following the refit.

Problems for Condor Liberation



Condor Liberation arriving at St Peter Port, Guernsey during her trials. TONY RIVE

CHANNEL ISLANDS

After three months of painstaking preparations, Condor Liberation finally made a debut between Poole and the Channel Islands on 27 March, but had to be taken out of service after getting only as far as Guernsey the following day. The 102m trimaran encountered problems in strong winds at St Peter Port and, after failing to get alongside No.2 berth, made heavy contact with the quayside

while attempting to switch to No.1 berth. There was hull damage above the waterline and Condor Liberation returned empty to Poole for repairs.

Ro-pax ferry Commodore Clipper proved invaluable over the weekend taking stranded passengers from Guernsey and Jersey to Portsmouth before handling sailings on Sunday and Monday, returning for a Tuesday (30 March) departure from Poole which went back overnight to Portsmouth.

The £50 million Austal-built Condor Liberation's Sunday and Monday sailings had already been cancelled after wave height forecasts for the English Channel in excess of the 800-passenger/450-car craft's 3.5m operating limits. Condor Liberation arrived in Poole on Boxing Day before the start of an extensive internal fit-out programme carried out in the Dorset port by Trimline and was officially named in a ceremony at St Peter Port on 20 March.

Loch Seaforth on Lewis route

HEBRIDEAN ROUTE

Caledonian MacBrayne's £41.8 million newbuilding, Loch Seaforth, finally entered service on the Hebridean route between Ullapool and Stornoway in late February, but only because her predecessor, Isle of Lewis, had to return to dry dock on the Mersey after the discovery of a propeller hub problem.

Isle of Lewis had been to Cammell Laird at Birkenhead for annual overhaul, with the Stornoway run maintained by 1984-built veteran Isle of Skye. Then, in early March, Loch Seaforth failed with generator problems at Ullapool and this time Isle of Lewis was despatched from Stornoway to collect stranded passengers and their vehicles. More than 3,000 people visited the 700-passenger/134-car vessel Loch Seaforth (pictured) during an open day in Stornoway.

Loch Seaforth leaving Stornoway. MARK NICOLSON



Shetland role for Italian ferry SNAV Toscana

HOTEL VESSEL

Italian passenger and vehicle ferry SNAV Toscana arrived in Lerwick on 8 March to be used as a hotel ship for the Shetland Gas Project, which is due to start production for Total by the end of July. SNAV Toscana, completed at Landskrona, Sweden in 1981, has joined accommodation barges Bibby Stockholm, Kalmar and Sans Vitesse at Lerwick's Holmsgarth Jetty.

The vessel originally ran as Gotland before serving Larvik Line, and later

Color Line, between Larvik and Frederikshavn, as Peter Wessel from 1984. After passing to SNAV in 2008, she had an earlier hotel ship spell in 2014 for the Winter Olympics in Sochi.

The charter of SNAV Toscana came during a spell of increased activity in the offshore accommodation vessel market, with Bridgeman Services buying Silja Festival from Tallink Grupp subsidiary Tallink Sweden. The 1986-built former Wellamo has served Bridgeman for 500 Rio Tinto Alcan workers at Kitimat, British Columbia, Canada.

SNAV Toscana arrived in Shetland at the beginning of March to serve as a hotel vessel at Lerwick.



THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ...



NORDSTJERNEN • Vestland Classic is running four September and October cruises after the end of the former Hurtigruten vessel's summer trips in Svalbard. Built at Hamburg in 1956, she will be seen at unusual ports in Germany, Denmark, Poland, Sweden, Russia and Lithuania.

WAPPEN VON MINDEN • The former Czech paddle steamer, delivered in 1949 for service from Prague as Labe, has been sailing on the river Weser from Minden, Germany since 2001, but this year runs from Bremen after a joint purchase by local passenger operators, Flotte Weser and Hal Over. Work started on the vessel, which is powered by a 150hp compound diagonal engine, in 1940, but completion was delayed by World War II. Old fleet mates, Vysehrad (1938) and Vitava (1940), continue in Prague.

RED STAR 1 • Now into a 50th year of service, the ex-Thoresen Ferries' English Channel vessel Viking III is to sail for Red Star Ferries on a weekly circuit linking Brindisi, Italy with the Greek islands of Paxos, Ithaki and Kefalonia from 26 July to 6 September. She made an Adriatic debut in 2007.



FORTH BELLE • The Coastal Cruising Association and Paddle Steamer Preservation Society have a Firth of Forth cruise departing Hawes Pier, South Queensferry at 1630 on Sunday 14 June, with a coach connection from Glasgow. The 215-passenger Forth Belle, which was built as Poole Belle in 1977 and has been on the Firth since 2005, will cross to North Queensferry and move upriver beneath the Forth Bridges, passing Rosyth, and sailing towards Bo'ness.

BRIEF NEWS

MSC CRUISES • When the first of MSC Cruises' new Fincantieri-built cruise ships enters service in November 2017, she will be based year-round in Miami. The class is codenamed the Seaside class and it is thought that the 154,000-ton lead ship will be named MSC Seaside.

SEABOURN • The first of the new Seabourn ships, Seabourn Encore, has had a good start to her career, with the maiden voyage in 2016 selling out within two days of going on sale.

SEA SKY CRUISE LINE • The joint venture between Royal Caribbean and China's CTrip will operate under the name Sea Sky Cruises. The company's first ship, Celebrity Century, will be handed over in April and be renamed SkySea Golden Era after her refit at Singapore's Sembawang shipyard.

TRANSOCEAN • Cruise and Maritime Voyages will sub-charter Azores to subsidiary Transocean Kreuzfahrten for four cruises in the autumn.

ROYAL CARIBBEAN • The first of the pair of Oasis class ships, currently under construction at St Nazaire, will be named Harmony of the Seas. At almost 228,000 tons she will be slightly larger than her older sisters.

HOLLAND AMERICA • The new Koningsdam will enter service two months late, in April 2016, resulting in the cancellation of several inaugural cruises.

MSC • MSC Orchestra made MSC's first ever calls in Australia (although Achille Lauro of Lauro Lines, out of which MSC sprang, did visit Australia) in March, when she visited Brisbane, Sydney, Melbourne, Adelaide and Fremantle while on a 33-night voyage from Dubai.

GERMANY • As the UK cruise market shrank by almost five per cent in 2014, so the German market grew by a similar amount, allowing Germany to overtake the UK in numbers of passengers (1.62 million compared to 1.77 million) for the first time.

Another old-timer goes

Princess Danae in Colon, Panama in 2007. RICK FRENDT



PORTUSCALE CRUISES

Following the withdrawal of Funchal from direct operation due to poor advance bookings, it now seems that Portuscale Cruises has ceased to be a cruise operator at all. Funchal is now available for charter and it would be a great shame if this 1961-built ship is just left to rot after the great expense incurred in refitting her to a very high

standard. Portuscale has a medium-term charterer for Azores in Cruise and Maritime Voyages, but the little 1965-built Arion has not yet come back into service following her refit.

That just leaves Lisboa, the 1970s conversion of the Port Line passenger and cargo ship Port Melbourne, which has recently been sold for breaking at Aliaga in Turkey. Built in 1955, this 16,531gt vessel served Port Line until

1971, by when the company was part of Trafalgar House Investments.

She was sold to Greek owners for conversion into a car ferry, but that never happened and instead she was converted into a cruise ship, becoming Danae. She had a variety of subsequent names and became Princess Danae for Classic International Cruises in 1996, and then became Portuscale's Lisboa.



Passengers from MSC Splendida were among those killed in Tunis. WILLIAM MAYES

Calls cancelled after attack

MSC CRUISES

Passengers from two cruise ships on calls at the Tunisian port of La Goulette (the port for Tunis) were caught up in a major terrorist attack at the Bardo National Museum on 18 March. The attack, clearly targeted at the tourism industry, left 22 people

dead, including 12 passengers from MSC Splendida and five from Costa Fascinosa. A further 21 passengers from the two ships were wounded and remained in hospital as the ships sailed early the following morning.

The first reaction from the cruise industry included the cancellation of all further Costa and MSC calls at

Tunisian ports until further notice. Costa had 39 more calls scheduled for Tunis this year and MSC had a similar number. Aida Cruises has cancelled all calls for Aidablu, Aidasol and Aidavita, and other operators, including Hapag-Lloyd, Holland America, Princess and Star Clippers have also revised their itineraries.

Expansion by Genting



CRYSTAL CRUISES

Japan's NYK has sold subsidiary Crystal Cruises to Genting Hong Kong Limited, the owner of Star Cruises and a significant part of NCL. The price quoted for the purchase of the two-ship upmarket operator was \$550 million. NYK established Crystal Cruises in 1989 and introduced its first ship, Crystal Harmony, the following year. From the start, the company was geared towards the American market, and within a short time had sufficient

confidence to order a second ship. Crystal Symphony was delivered in 1995 and, eight years later, a third ship, Crystal Serenity, was introduced.

The early years of the 21st Century were difficult for many cruise operators, and in 2005 Crystal Harmony was taken into the fleet of NYK as Asuka II. Genting entered the cruise business shortly after Crystal, in 1993, and in a very different market.

Genting's Star Cruises has always been based firmly in South East Asia, with its main centres of Hong Kong and

ABOVE Crystal Serenity of Crystal Cruises moves from a Japanese owner to one based in Hong Kong. W. MAYES

Singapore, although it has ventured further afield from time to time. Star Cruises' business is now largely centred on the Asian gambling cruise market, offering short cruises with limited entertainment other than the lure of the casino. Genting currently has two ships on order for Star Cruises, and has announced that it will order a new ship for Crystal in the immediate future.

Will Queen be back?

DELTA QUEEN

After several years as a hotel in Chattanooga and a rather disastrous winter of 2013/14 when severely damaged as a result of burst pipes, Delta Queen may return to service on the Mississippi. A newly-formed Delta Queen Steamboat Co has acquired the 1927-built vessel, and she is being towed to New Orleans for refurbishment.

It is hoped that legislation in Congress will allow the ship to be granted exemption certificates (once again) from Federal Laws that relate to SOLAS requirements, despite the fact that the ship does not go to sea. Built by Denny's at Dumbarton, she was shipped out in parts to Stockton, California, where she was reassembled.



ABOVE Delta Queen in happier times. THE LATE ANDREW KILK

Merger and flotation



National Geographic Sea Bird could be replaced soon. RICK FRENDT

LINDBLAD

Lindblad Expeditions and Capitol Acquisition Corporation II have announced plans to merge to form Lindblad Expeditions Holdings Inc, a vehicle that will be prepared for flotation on the NASDAQ. The merger values the business at \$439 million, of which Capitol will hold 50 per cent and Lindblad a little under 49 per cent.

Lindblad is in the expedition sector of the travel market, currently the fastest growing area, and owns six

ships (operating others under charter from time to time) in addition to land-based tours. As part of the deal, it was announced that two new ships will be built for Lindblad as likely replacements for National Geographic Sea Bird and Sea Lion, which are both small ships carrying around 70 passengers and dating from 1982.

Delivery of the new ships is expected to be in 2017 and 2018. The link with National Geographic will be unaffected by the merger, and the current agreement runs until 2025.

Fleet upgrade starts

THOMSON

In mid-February TUI Group, the German owner of Thomson Cruises, announced that it is to modernise the Thomson fleet, and in early March Royal Caribbean International agreed to sell Splendour of the Seas to TUI, who in turn will charter the ship to Thomson as a direct replacement for Island Escape (ex-Scandinavia), which was built in France in 1982 for DFDS subsidiary Scandinavia World Voyages.

Splendour of the Seas will represent a massive upgrade over

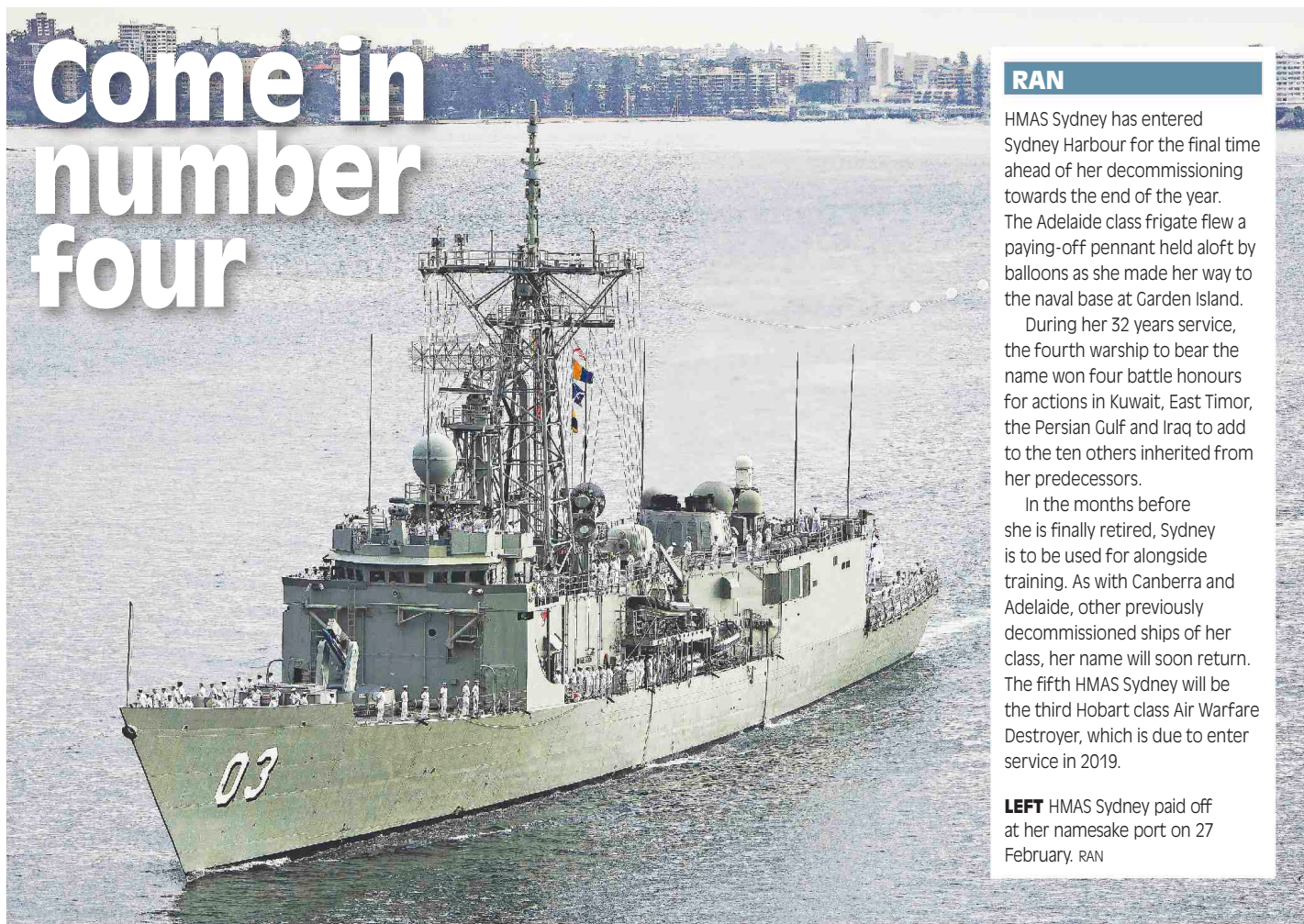
Island Escape, for, although the lower berth passenger capacities of the two ships, at 1,830 and 1,530 respectively, are not vastly different, the new ship is much larger at almost 70,000gt compared with 40,000.

Thomson also operates four other ships, Thomson Celebration (34,000gt), Thomson Dream (55,000gt, on charter from Costa), and Thomson Majesty and Thomson Spirit (owned by Louis Cruises). One of the aims of TUI Group is to move away from chartered tonnage and instead own its ships.



Another Royal Caribbean ship cascaded into an associated European fleet. WILLIAM MAYES

Come in number four



RAN

HMAS Sydney has entered Sydney Harbour for the final time ahead of her decommissioning towards the end of the year. The Adelaide class frigate flew a paying-off pennant held aloft by balloons as she made her way to the naval base at Garden Island.

During her 32 years service, the fourth warship to bear the name won four battle honours for actions in Kuwait, East Timor, the Persian Gulf and Iraq to add to the ten others inherited from her predecessors.

In the months before she is finally retired, Sydney is to be used for alongside training. As with Canberra and Adelaide, other previously decommissioned ships of her class, her name will soon return. The fifth HMAS Sydney will be the third Hobart class Air Warfare Destroyer, which is due to enter service in 2019.

LEFT HMAS Sydney paid off at her namesake port on 27 February. RAN

Sweden ups the ante

SWEDISH NAVY

Sweden is to increase defence spending by SEK6 billion (\$696 million) between 2016 and 2020. Much of it is to be spent on improving the navy's anti-submarine warfare capability after the unsuccessful hunt for what is thought to have been as many as four underwater intruders in the Stockholm Archipelago last autumn.

The funds pledged are about half the amount requested to help combat Russia's increasing military menace in

the region. The corvettes Gävle and Sundsvall are to be modernised with improved sensors and towed array sonar systems. Ironically, they are the only two of a planned class of six ASW vessels which were purpose-built to combat Soviet territorial incursions as the Cold War ended.

The Swedish government has also signalled the go-ahead for the navy to buy two new submarines from Saab Kockums. The so-called A26 subs are to be delivered by 2022 and will cost up to SEK8.2 billion (\$945 million).



The ASW corvettes Gävle and Sundsvall (pictured) are to receive upgraded underwater detection systems.

ANZACs remember Gallipoli



HMAS Anzac sails for events to mark the 100th anniversary of the ANZAC landings at Gallipoli. RAN

ANZACS

Anzac class frigates from Australia and New Zealand have sailed from the southern hemisphere to take part in commemorative events in Turkey marking the centenary of the Gallipoli Campaign. HMAS Anzac and HMNZS Te Kaha sailed from their homeports in March and February respectively for five-month deployments centred on the anniversary of the Gallipoli landings, which began on 25 April 1915. Australia will also be represented by

the sail training ship Young Endeavour, and the UK by HMS Dauntless.

In 2005 HMAS Anzac and her crew also supported observance of the 90th anniversary of the landings, an event annually commemorated as Anzac Day. During her deployment, the ship will visit ports in Turkey, Italy, Malta, the UK, France, Spain, Morocco, South Africa and Mauritius, before returning to Sydney in August. The ill-fated Gallipoli Campaign against the Ottoman Empire involved more than 550,000 troops and sailors from Britain and the Empire.

The UK and USA are to renew their Trident-carrying fleets.

BAE SYSTEMS

Successor moves forward

ROYAL NAVY

The UK MoD is to invest a further £285 million in the Successor programme as part of the project's ongoing £3.3 billion Assessment Phase. The release of funding for the final phase of design work of new platforms for the UK's Continuous At Sea Deterrent (CASD) will secure 2,200 jobs and also help develop new manufacturing

facilities at BAE Systems' shipyard in Barrow-in-Furness, and at Rolls-Royce sites in Derby and Bristol. Over the next year the design of what will become the largest, safest and most technically advanced submarine ever built in the UK will be matured.

The Main Gate decision committing to the manufacturing phase is scheduled to be made in early 2016, but is somewhat dependent on the

shape of the next government. Both the Conservatives and Labour have committed to maintaining CASD.

On current plans the service life of the Vanguard class is to be extended by nine years, with the first replacement platform entering service in 2028. This will bring the Successor programme largely into line with the US Navy's timetable to replace its fleet of Ohio class SSBNs.

Poland's punch

POLISH NAVY

NATO member states' recent pledge to commit two per cent of GDP to defence spending has prompted the Polish MoD to seek tenders this year for a new generation of submarines equipped with cruise missiles. Under the ministry's ten-year modernisation plan, three newbuild submarines are to be delivered by 2023.

Designs that are certain to be of interest are the French Scorpène, fitted with MBDA's Naval Cruise Missile, and the German Type 212A. Although the latter was not intended to launch cruise missiles, it could be adapted. Poland is already investigating the feasibility of acquiring the Tomahawk. The long-range TLAM is only in service with the US and on UK submarines. The Polish Navy currently operates a single Russian-built Project 877EM (Kilo) and four Type 207s from Norway.

Better late than never

CANADIAN NAVY

The Royal Canadian Navy's troubled fleet of Victoria class submarines has finally achieved operational status. The milestone means that three of the four vessels are each available for operations for the first time since they were acquired in 1998.

HMC Submarines Chicoutimi, Victoria and Windsor were all at sea in December 2014 and spent a combined total of 260 days at sea last year. The other, HMCS Corner Brook, is currently undergoing an Extended Docking Work Period until 2017.

The former RN vessels were purchased for \$896 million, but have since cost more than twice that to repair, upgrade and maintain. Despite their high maintenance, only HMCS Victoria (pictured) is deemed to be 'combat-ready', having demonstrated the ability to fire torpedoes and be unhindered by restrictions to her diving depth.

On present plans, all are due to be retired by the mid-2020s, yet there is no mention of new submarines in the government's \$33 billion National Shipbuilding Procurement Strategy fleet renewal programme.



ABOVE Canada's submarine fleet is operational for the first time in 17 years. RCN

BRIEF NEWS

ROYAL NAVY • HMS Duncan departed Portsmouth on 2 March for her first operational deployment. The newest of the navy's six Type 45 destroyers will spend nine months working in the Mediterranean, Middle East and Gulf. Duncan is the first of class to be fitted with one of the four redundant Harpoon anti-ship missile sets removed from the Batch 3 Type 22 frigates, decommissioned in 2011. The weapon system is to be withdrawn in 2018.

CHINESE PLAN • Rumours that China is building a second aircraft carrier have been confirmed by high-ranking officers. While the news comes as little surprise, more revealing was the disclosure that the first, Liaoning, which is based on an unfinished Soviet hull, is proving unreliable and is not suitable for use in combat. The new carrier design is expected to be larger and may also feature electromagnetic catapults in lieu of a ski-ramp to launch aircraft.

US NAVY • Delivery of the first pair of Zumwalt class destroyers has been delayed, with the shipbuilder citing problems with the installation, integration and testing of complex electrical systems. The lead vessel was to have been handed over in a few months time but this has now slipped to November 2015. Similarly, the second, Michael Monsoor, has been pushed back to November 2016. The third, Lyndon B. Johnson, remains on target for December 2018.

RUSSIAN NAVY • Sevastopol, the second of two embargoed Mistral class helicopter carriers being built for Russia, conducted contractors' sea trials during March and April. Meanwhile, reports suggest the completed Vladivostok may be moved to the naval base at Brest due to the high cost of security, maintenance and harbour dues at Saint Nazaire, which are said to be around €2.5 million a month. The French government stopped delivery of the ship last November due to the conflict in Ukraine.

Heavy lifters leave fleet

HEAVY LIFT VESSELS

In late 2014 and early 2015 the German SAL Heavy Lift company disposed of three of its fleet, all of which were type 161 multi-purpose heavy lift vessels built by the German shipbuilders J. J. Sietas, of Neuenfelde.

The first to go was Gloria, delivered in 1997, which, renamed Guang Rong, arrived at Chittagong on 24 January for recycling. In mid-February Wilma was sold to Bangladesh ship breakers. The third, Lena, was transferred by SAL to Reederei Jungerhans last December and is now trading again as Lena J.

The first of the type-161 ships was delivered to SAL in 1997. By 2004 ten ships had been built for SAL. The 9,544dwt vessels were fitted with two cranes each with a capacity of 275 tonnes. RC



ABOVE The 9,544dwt heavy lift vessel Wilma was reported sold to Bangladesh ship breakers. SIMON SMITH

The cost of carrying cargo

Handysize ships, such as the 32,132dwt Charlotte Bulker, now operating as Puget Sound, have enjoyed a small increase in freight rates recently. LAURITZEN BULKERS



INDUSTRY NEWS

Ships carrying dry bulk commodities have not been doing very well lately because of very low freight rates, a problem caused by an over-supply of ships coupled with a downturn in the Chinese economy. The Baltic Exchange's main sea freight index, which tracks rates for such vessels,

experienced a near 30-year low this winter, forcing several companies out of business (see SM, May).

However, it was starting to lift slightly for smaller-sized vessels by early spring. The index, which factors in the average daily earnings of capesize, panamax, supramax and handysize ships, was up three points, or about 0.5 per cent, by late

March after having fallen over 25 per cent since late last year. This saw the average daily earnings for Panamax carriers increase by \$67, to \$4,837, while earnings for smaller supramax vessels rose \$65, to \$6,511. Earnings for handysize ships rose \$58, to \$5,554, but the massive capesize units, involved in the China raw commodities trades, fell \$71, to \$3,793. JS

Bulker with a bite

BULKER

Denmark's Nordic Bulk Carriers, a subsidiary of Pangaea Logistics Solutions, has taken delivery of the 76,180dwt bulk carrier Nordic Olympic as the second of four ice class bulk carriers it is having built in Japan by Oshima Shipyard, with the final unit to be delivered early next year.

Class leader Nordic Oshima was delivered late last year while the third ship, Nordic Odin, is to follow Nordic Olympia by several weeks. On her maiden voyage, Nordic Olympic

loaded coal at Vancouver, Canada's Roberts Bank for discharge in Swinoujscie, Poland.

Although built to the highest commercial ice class 1A standards, the ship used the Panama Canal for her maiden transit to the Atlantic but may see work in the Arctic later this year. This will also be the case for Nordic Odin following her completion of a short-term charter handling coal from Russia to Japan. The four ships are expected to make Nordic Bulk Carriers the world's leading operator of 1A ice classed dry bulk tonnage. JS



ABOVE Possibly taking its lead from Russian icebreakers, the new ice-class bulk carrier Nordic Olympic carries a menacing set of teeth forward. NORDIC BULK

MHI spin off shipbuilding



ABOVE Continuous production of large LNG and LPG carriers will become the principal business of MHI's two new business entities at Nagasaki. JIM SHAW

SHIPBUILDING

Japan's Mitsubishi Heavy Industries (MHI) is to spin off its shipbuilding business into two new groups, one of which will build ships while the other will manufacture hull blocks.

Currently MHI is ranked as Japan's second biggest shipbuilder, following Japan Marine United, and the move will see construction of large-sized commercial ships at the company's

facilities at Nagasaki transferred to the two new firms. However, MHI will separate cruise ship construction from its other commercial ship construction and operate it as an engineering business under a new organisation to be launched within the group's commercial aviation and transportation systems' business domain. New ship construction will focus on LNG and LPG carriers, vessels expected to be in strong demand. JS

Another big boxboat debuts

MSC Oscar makes her maiden UK call at Felixstowe. ANDREW MCALPINE



CONTAINER SHIP

MSC Oscar, currently the world's largest container ship, made her UK debut at the port of Felixstowe on 9 March. Launched in January, she has a capacity of 19,224TEU and took the title from the 19,100TEU CSCL Globe, which was launched in late 2014.

Ordered in 2013 and taking 11 months to build from steel cutting to delivery, MSC Oscar was built by South

Korea's Daewoo Shipbuilding & Marine Engineering at their Okpo shipyard. She measures 395m by 59m and has a draught of 16m.

A company spokesperson confirmed for the first time that MSC will operate a total of 20 19,000TEU vessels once it receives all the ships it has on order, which could mean MSC overtakes Maersk Line as the world's largest container line with a combined fleet of around 3.2 million TEU.

Commenting on the arrival of this latest container giant, Port of Felixstowe chief executive Clemence Cheng said: 'MSC Oscar represents the third weekly service to call at Felixstowe with ships of 18,000TEU or more. As the size and number of mega-vessels continues to increase, we are continuing to expand our facilities to meet them. We now have three new ultra-large container cranes to handle these very ships.' AM

Now with a new name

GENERAL CARGO

On 8 March the Netherlands-flagged multi-purpose general cargo vessel Nordana Madeleine made her first visit to Europe under this name, when she arrived at Aberdeen from Charleston, Carolina, USA. The 'tweendecker' was built in 2009 as Jan Van Gent by Damen Yichang Shipyard in China and was operated by Kok BJ of Holland.

Nordana Madeleine (12,080dwt) is a versatile vessel with two holds/two hatches giving a capacity of 15,753m²

bale. She can also carry containers, heavy-lift cargo, multi-purpose cargo and conventional cargo, and she trades worldwide.

Her last visit to Europe was in July 2014, when she was renamed Nordana Madeleine under the Netherlands flag and operated by Wagenborg Shipping of Delfzijl. Since then she has traded mainly in Japan and China and on the east coast of USA. Her cargo was wood pulp for the only remaining paper mill in Aberdeen. She then sailed for Hamburg and then Cristobal, Panama. RC



ABOVE The Netherlands-flagged Nordana Madeleine, registered in Alkmaar, arrives at Aberdeen on 8 March for her first visit to Europe under this name. DAVID DODDS

Pipes to Scotland



COASTER

Scotland is usually associated with bagpipes, but pipes of a different kind are now being imported into the Scottish port of Montrose. On 8 March the coaster Liv Kristin (pictured) arrived there from Norway with pipes for the oil industry. The 2,348dwt coaster, 80m in length, is ideal for this trade. After discharging her cargo, she sailed for Stavanger on 10 March.

The 1984-built vessel had to make a hurried departure from Montrose, with her pilot being needed to bring in VOS Freedom, an anchor-handling tug that had recently towed a rig from West Africa to Invergordon. She had been at anchor off Aberdeen, but then went to Montrose, meaning the port had a busy day. RC

BRIEF NEWS

MORE BULKERS FOR ALGOMA

• Canada's Algoma Central Corporation, which has four 29,800dwt bulk carriers under construction at the Nantong Mingde shipyard in China, has ordered two slightly larger 24,900dwt self-unloading bulkers from Croatian shipbuilder 3 Maj for delivery in 2017. To make room for the new vessels, the 1968-built bulk carrier Algoma Progress has been sold for scrap, with demolition to be undertaken at Ontario. JS

CEMENT CARRIER

• Swire Bulk Logistics, the industrial shipping division of Singapore's China Navigation Company (CNC), has entered into a long-term partnership with New Zealand's Golden Bay Cement (GBC) to build, own and operate a dedicated, self-discharging cement carrier. To be named Aotearoa Chief, the 9,000dwt ship is to be completed by China's Jinling shipyard before the end of 2016 and will operate along the New Zealand coast between the ports of Portland, Auckland, Tauranga, Napier, Wellington, New Plymouth and Picton. JS

MOL ORDERS 20,150TEU SHIPS

• Japan's Mitsui OSK Lines (MOL) has confirmed its intentions to add six 20,150TEU container ships to its fleet, with two of the vessels to be built in Japan by Imabari Shipbuilding, while four will be built in South Korea by Samsung Heavy Industries. All of the 400m by 58.8m container carriers will make use of MAN B&W G95ME main engines. The two Japanese-built vessels will be owned by Japan's Shoen Kisen Kaisha, which is associated with Imabari Shipbuilding. All six will be delivered before the end of 2017.

COSCO ORDERS FIVE

• The China Ocean Shipping Group (COSCO) has ordered five 14,500TEU container vessels from the Hudong-Zhonghua Shipbuilding Group, a subsidiary of the China State Shipbuilding Corporation, for delivery between 2017 and 2018. Each of the ships will make use of four Wärtsilä Aupac 32 generating sets to be provided by Wärtsilä Yuchai Engine Co. JS

Tug awards

BEST HARBOUR TUG

Work Boat World best awards Issue 2014 gave the Belfast-based tug Eileen McLoughlin the 'Best Harbour Tug 2014' and her designer Macduff Ship Design Ltd the "Best Harbour Tug Designer 2014". Eileen McLoughlin is a 16m Harbour tug owned by John McLoughlin Shipping Co Ltd and is designed to carry out towing, pushing, pilotage, plough dredging, surveying and lifting duties. The tug is powered by a pair of Doosan diesels generating a total of 1,600bhp to drive twin-screws, rotating in fixed nozzles, giving the vessel a bollard pull of 23 tonnes.

• Three Dual Fuel tugs for Ostensjø.

Spanish shipbuilder Astilleros Gordan has been awarded the contract to build three LNG-fuelled escort tugs for Østensjø Rederi of Haugesund in Norway. The tugs are required to provide towage and escort services at Statoil's Melkøya terminal.



ABOVE Macduff Ship Design has won an award for the design of the harbour tug Eileen McLoughlin.

Svitzer Bargate and Svitzer Easton are powerful azimuthing tractor tugs with a bollard pull of almost 67 tonnes.



Svitzer purchase 'Twins' for UK

TRACTOR TUGS

The major towage provider Svitzer has introduced two new tractor tugs to their tug fleet in the UK. Named Svitzer Bargate and Svitzer Easton, the tugs are Damen ATD 2412 Twin-Fin vessels completed and shipped from Damen's Song Cam Shipyard in Vietnam at short notice. The tugs were urgently required for deployment in Great Britain, Svitzer Bargate in Southampton and Svitzer Easton on the Tees.

The identical sisterships are the latest version of the extremely compact ATD 2412 design measuring only 24.74m overall, with a beam of 12.63m and maximum draught of 5.8m. The hulls are elliptical in planform, with the fully-azimuthing propulsion units mounted beneath the bow and a pair of vertical fins beneath the stern to enhance course stability and handling.

Svitzer Bargate and Svitzer Easton are powered by two Caterpillar 3516C diesel engines developing a total of

5,627bhp to drive a pair of Rolls Royce US 255 fully steerable propulsion units, each incorporating a 2,600mm diameter propeller and internal slipping clutch. On trials the tugs achieved a bollard pull of 66.7 tonnes and a free running speed of 12.3 knots. The result is a pair of powerful and exceptionally manoeuvrable tugs capable of working with large ships in confined waterways. Electrical power on board is supplied by two Caterpillar C4 4AT diesel auxiliaries rated at 86 kVA, 50 Hz, 230-400V.



Designers Robert Allan Ltd have published a radical new design for a class of LNG powered shiphandling tugs.

Here comes RANGLer

NEW DESIGN

The RANGLer (Robert Allan Natural Gas Liquefied tug) is a design being offered to the towage industry by the prolific design house. It is intended as a completely fresh idea for a modern LNG powered tug.

Departing from 'traditional' diesel tug designs, the RANGLer deckhouse is biased aft to provide excellent visibility

from the wheelhouse and an efficient working deck forward. Spacious crew accommodation is located within a stern 'castle'. The space forward of the engine room is used for maximum LNG storage capacity, and is configured to allow easy installation and removal of the entire LNG tank system as an 'LNG Fuel Module'. The design on offer measures 36.5m by 15.4m with a bollard pull of 80 tonnes.

Four new tugs for Oman

OLNG Sur is one of four new tugs to operate at an LNG terminal in Oman.



TERMINAL TUGS

Cheoy Lee Shipyards in Hong Kong have completed four new tugs for PSA Marine for use at the Port of Qalhat LNG terminal in Oman. Named OLNG Sur, OLNG Seeb, OLNG Masirah and OLNG Muttrah, the quartet was constructed to the well-tried Robert Allan RAMPARTS 3200CL design.

The 32m tugs have Caterpillar 3516C HD main engines developing a total of 2 x 2,000kW (5,364bhp) to drive Schottel SRP 1515FP azimuthing units. That propulsion system gives the tugs a bollard pull towing ahead of 70 tonnes and 65 tonnes astern, with a top speed of 13 knots. The tugs are fitted out to a high standard for a crew of up to ten persons.

New 'rugged' design from Sanmar

Sanmar has introduced Yenicaý the first of a rugged compact design.



SMALL & POWERFUL

Thanks to a high level of cooperation between Turkish tug builder and towage company Sanmar and the Robert Allan Ltd design team in Vancouver, a new rugged tug/workboat design has been born.

Known as Yenicaý, the 'first of class' has been completed in the livery of the Sanmar tug fleet, but is being offered to the towage industry worldwide.

The compact ASD Yenicaý achieved a 30-tonne bollard pull on trials, an exceptional performance for a vessel measuring just 18.7m by 9.2m with a

draught of 3.7m. Built to ABS standards, this first vessel has joined Sanmar's own fleet, joining three other tugs at the Turkish Petkim Port, Aliaga, in Izmir.

Constructed in the Sanmar Tuzla Shipyard, this rugged craft is powered by a pair of Caterpillar C32 main engines, each developing 970kW

at 1,800rpm to drive a pair of Veth VZ-900 azimuthing propulsion units incorporating 1,700mm diameter propellers and high-efficiency nozzles. Sea trials confirmed the performance predictions, achieving a bollard pull of 31 tonnes and a free-running speed of 12 knots being attained.

Auxiliary generator sets are also Caterpillar. A pair of C4.4 powered alternators of 86kW are fitted. For external fire-fighting operations, the vessel is equipped with a main engine-driven 600m³/h capacity pump and a manually operated foam/water monitor, both supplied by FFS.

The vessel's deck machinery includes a DMT TW-E100kN electric winch on the foredeck. Cast stainless steel towing staples on both fore and aft decks give the vessel the ability to tow in either direction. This rugged vessel is heavily fendered with 500x250mm cylindrical fendering at the bow extending below. Below deck, Yenicaý has two twin-berth cabins, a mess room, pantry and WC. All floors are covered with IMO approved imitation teak.

Multraship goes 'Green'

DAMEN ASD HYBRID

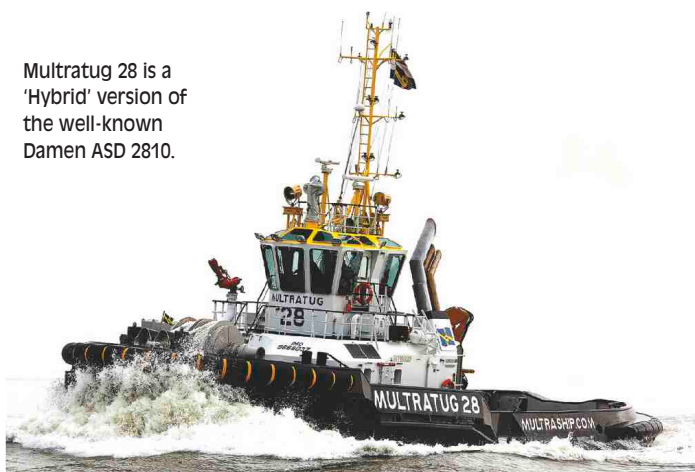
Ternuezen-based towage and salvage specialist Multraship has welcomed into its fleet Multratug 28, an energy-efficient hybrid Damen ASD 2810 tug with state-of-the-art fire fighting capabilities. This is the second Damen ASD 2810 Hybrid to be completed.

The ASD 2810 is a well-established and popular design. This version is now available with an advanced diesel-direct, diesel-electric and battery-powered propulsion system. This hybrid configuration will enable Multraship to lower the fuel costs of

its operations by up to 30 per cent, and emissions by up to 60 per cent.

Multraship managing director Leendert Muller said, 'This new tug will provide clean and energy-efficient harbour towage in the Zeeland Seaports and Antwerp areas. It will also be on standby for fire or explosion related emergencies in the western and central part of the river Scheldt and for offshore services. As a family-owned towage and salvage company, we are proud to be one of the world leaders in the deployment of hybrid tugs which set new benchmarks for environmentally-friendly operation.'

Multratug 28 is a 'Hybrid' version of the well-known Damen ASD 2810.



Another first from Damen



ABOVE Petersen & Alpers are owners of Michel, the first of a new Damen design.

COMPACT ASD

The Damen Shipyards Group has delivered Michel, the first vessel built to the new ASD Tug 2913 design. This tug has been developed in response to demands from operators for more powerful tugs capable of handling the larger ships coming into service. The first client for this new design is the German tug owner Petersen & Alpers. Michel joined the fleet on the 11 February and operates mainly in the confined waterways and docks of the Port of Hamburg as well as on the river Elbe.

This new addition to the Damen portfolio of tug designs measures 28.90m by 13.23m and has a draught of 5.5m. A redesigned hull form with a semi-raised foredeck gives the tug a lower draught than normal for a vessel with a bollard pull of over 80 tonnes.

Two Caterpillar 3516C HD+TA / D main engines produce 6,772bhp running at 1,800rpm. Power is transmitted to a pair of Rolls Royce US255 fully steerable propulsion units. This gives Michel a bollard pull of 80.3 tonnes and a free-running speed of 13.1 knots. The tug will tow from a hydraulically driven winch on the foredeck.

Farewell to Stena's HSS

Jehan Ashmore says goodbye to the HSS era and asks if it is end of the historic Holyhead-Dun Laoghaire route.

HSS Stena Explorer departs Dun Laoghaire Harbour for her final sailing to Holyhead, 9 September 2014. PHOTOS JEHAN ASHMORE



FERRY NEWS

The end of an era came quietly on 9 September 2014 as Stena Line's Holyhead-Dun Laoghaire summer route operated by HSS Stena Explorer undertook what was to be her final Ireland-Wales sailing. Stena's decision to axe the central Irish Sea corridor route was the ferry industry's worst kept secret considering the festive and New Year sailings were cancelled. So it came as no surprise when Stena finally announced in February the permanent closure of the service, meaning no sailings in 2015 on the route that began 170 years ago.

Closure of the route ends passenger services between Anglesey and the Irish port which date to 1835 and the railway-owned steam-packet, which provided direct services by 1848 between London and Dun Laoghaire. But the Wales-Ireland link in recent years has been loss-making and resulted in Stena concentrating on the route from Dublin Port. This consolidation at Dublin saw the replacement of Stena Nordica with Stena Superfast X in March 2015.

What was notable about the Holyhead-Dun Laoghaire service in

recent years has been the reduced schedule of the high-speed HSS 1500 ferry, and the withdrawal marks the end of these revolutionary craft in UK waters. A year before the Dublin Port route opened, Stena launched the first of the trio of revolutionary custom-built HSS 1500 series, Stena Explorer, with the maiden Holyhead-Dun Laoghaire sailing taking place on 10 April 1996. The Finnish-built craft raised the bar significantly through the concept of High Speed Seaservice (HSS) following a succession of InCat craft on the route, the first of which was Stena Sea Lynx in 1993.

HSS Stena Explorer proved a success for several years, handling cars, coaches and freight. She carried more than 1.7 million passengers in 2008 at the height of her service, offering comfort and speed. She was powered by gas-turbine engines, based on the aviation industry, driving four KaMeWa water jets giving the craft a top speed of 40 knots and allowing Stena to market the crossings as taking just 99 minutes. This was in comparison to crossings of three hours 30 minutes by the former Stena Adventurer, originally Sealink British Rail's St Columba,

which was introduced in 1977, and followed the post-1945 built 'mail-boats' sisters Cambria and Hibernia.

HSS Stena Explorer enjoyed a 19-year career on the Irish Sea, although since 2012 she has run a seasonal service making just one daily round trip lasting two hours to minimise fuel costs. By 2012 she had carried a total of 15 million passengers and three million vehicles, although the service ceased to be profitable.

Her lack of profitability was due to a number of factors. The first was the abolition of EU duty-free in 1999, reducing the number of day-trippers, while competition from low-cost airlines also had an impact, and by 2014 fewer than 200,000 passengers travelled through Dun Laoghaire, a decline of over 90 per cent.

So Dun Laoghaire port is now faced with the prospect of not having a regular ferry service. However, in late February Dun Laoghaire Harbour Company invited operators to submit expressions of interest to reopen a seasonal ferry service, with seven companies responding. According to DLHC, any new service to Holyhead would not resume until at least 2016.



ROUTE HISTORY

1835 City of Dublin Steam Packet Co begins passenger service

1848 Subsidiary of Chester & Holyhead Railway Co begins direct rail-ship capitals service

1880 Completion of Holyhead's Inner Harbour terminal

1918 RMS Leinster sunk by U-Boat off Kish Lightship with loss of 501 lives

1965 Route's first purpose-built drive-on drive-off ferry, Holyhead Ferry I, introduced

1977 St Columba, route's first custom-built drive-through ferry

1993 First fast ferry, Stena Sea Lynx, introduced

1996 10 April: HSS Stena Explorer introduced

2012 Seasonal-only service

2014 9 September: Final sailing



Stena Nordica on a rare anchorage in Dublin Bay as HSS Stena Explorer approaches Dun Laoghaire.

The Stolt-Nielsen tanker business

Jim Shaw looks at the legacy of Jacob Stolt-Nielsen, who passed away in February.

CHEMICAL TANKERS

Jacob Stolt-Nielsen, the founder of Stolt Tankers, passed away in mid-February aged 83, leaving behind the world's largest chemical tanker fleet, as well as a group of companies now employing more than 5,000 people.

As a 28-year-old shipbroker working in New York City in 1959, Stolt-Nielsen decided to have a time-chartered oil tanker, the 1949-built Rimfönn, converted into a parcel tanker, which he renamed Stolt Avance. In choosing the name Avance, he connected his new liquid cargo business with the old Stolt-Nielsen family dry cargo fleet, which had been formed around the 360gt coastal steamer Avance in 1891.

Demand for the new tankers to transport parcels of high-value liquids in one voyage led to several other tanker conversions and the establishment of Stolt-Nielsen Chartering Inc, later renamed Stolt-Nielsen Inc, in New York in 1961. By the end of the decade demand for the ships had grown to such an extent that an order for seven newbuildings was placed with Belgium's Boelwerf yard. Class leader Stolt Sydness was delivered in 1970. These ships featured double bottoms, double skins and a number of stainless steel cargo tanks.

Stolt Tankers created

As they entered service, the Stolt newbuildings carried 'Stolt Tankers' rather than 'Parcel Tankers' on the sides of their hulls and were dressed in the bright yellow and white paint scheme that has become synonymous with the Stolt-Nielsen name. With the

The 22,198dwt Stolt Sun, completed in 1998 by Spain's Astillero La Naval Sestao, is one of over 150 vessels operated today by Stolt Tankers. STOLT-NIELSEN



delivery of these ships, Stolt-Nielsen diversified his holdings into other areas, including storage terminals, salmon farms and Stolt-Nielsen Seaway in 1973, the latter providing services for the North Sea offshore oil industry.

A reversal in the company's fortunes came in 1977 when British Petroleum stepped in to acquire a 50 per cent share of the group after financial difficulties were experienced. This 'partnership' lasted for ten years, during which time Stolt-Nielsen moved into the inter-Asia trades and signed an agreement with PanOcean-Anco to market its 11-ship parcel tanker fleet.

In 1988 the company went public to raise additional capital and established Stolt-Nielsen Inter-European Service to provide small tanker services in Europe. By 1992 the group was achieving over US\$1 billion in revenues annually. In 1999, on its 40th birthday, Stolt-Nielsen Limited consolidated its transportation businesses under the Stolt-Nielsen Transportation Group, by when revenues were almost \$2 billion annually.

Over the next five years the company grew to control one of the world's largest parcel tanker fleets, numbering more than 120 ships owned or chartered. By 2011 Stolt Tankers was

transporting 17.4 million tons of various liquids annually in 12,179 parcels for 410 customers. Two years later it ordered a series of six 38,000dwt newbuildings from China that will replace a number of its older Stolt Topaz class ships.

The new tankers are being built by China's Hudong-Zhonghua Shipbuilding Group and will make use of Wärtsilä propulsion equipment. Each of the 185m by 32.26m vessels will have 43 stainless steel cargo compartments with a total volume of 44,000m³. The first of the new ships is expected to be delivered before the end of this year, with the others to follow through 2016.

Parcel tankers explained

TECHNICAL

A ship type now over 55 years old, the parcel tanker is often dedicated to carrying liquid commodities such as methanol, styrene, ethylene glycol and ethylene dichloride, but it can also be used to transport other products, including vegetable oils, animal fats, acids, molasses and lubricating oils.

To carry such a wide variety of products the parcel tanker has a large number of independent tanks, most of which are equipped with their own separate pumps and lines so that a substantial number of commodities can be handled at any one time. Because

of the potential dangers in this trade, dangerous chemicals that might cause a chemical reaction by mixing are not loaded into adjoining tanks.

Because methanol moves in high volume, and requires zinc-coated tanks, methanol carriers are usually dedicated to the trade. Otherwise, most parcel tankers are fitted with stainless steel tanks. Some of these tanks are built strong enough to withstand pressurisation, thus allowing semi-gases to be carried. A ship type similar to the chemical parcel tanker, but not as sophisticated, is the product tanker, which carries petroleum products.



ABOVE The deck of a modern parcel tanker can look a bit complicated, with an extensive system of piping laid over external deck reinforcement, something of a painter's nightmare. STOLT-NIELSEN

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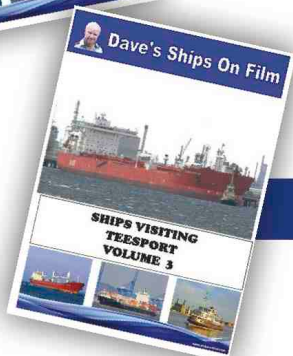
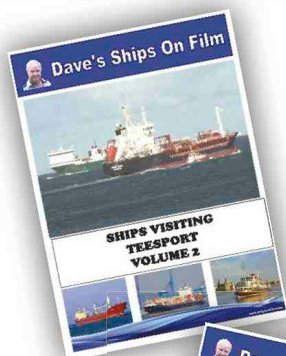


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- Ships Visiting The Port of Rotterdam Volume 6
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- Ships along the Thames Volume 2
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Britannia makes her way up the Solent for the first time, 6 March. NICHOLAS LEACH

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Cool Britannia!

P&O Cruises' new megaship debuts

Nicholas Leach reports on the new cruise ship and goes on board to see what the new ship has to offer.

The new P&O Cruises cruise ship *Britannia* made a grand entry into her new homeport of Southampton on 6 March. She is the largest cruise ship built for the British market and sailed into her homeport accompanied by a three-tug water salute, with thousands of spectators looking on from vantage points all along Southampton Water, and a flotilla of small boats carrying further spectators wanting to catch a glimpse of the new megaship. In bright sunshine, she was then berthed at the cruise terminal and spent more than a week on the south coast while a series of inaugural celebrations took place.

With the introduction of *Britannia* aimed squarely at the UK cruise market, which has expanded considerably over recent years, P&O Cruises are playing on their heritage, and state that the new ship was 'inspired by our past, designed for the future'. However, she is very much a modern ship, with all the amenities and facilities that the modern cruise passenger requires – indeed, takes for granted.

The cruise market

Almost two million passengers a year take cruises from the UK, and P&O has competition at Southampton, from both Royal Caribbean and Celebrity Cruises. So with the introduction of the 147,730gt



Two images showing Britannia under construction at Fincantieri. P&O CRUISES



BRITANNIA

BUILT	Fincantieri, Monfalcone, Italy
DIMENSIONS	330m x 44m x 8.3m
TONNAGE	147,730gt
PASSENGERS	4,324
CREW	1,398
NUMBER OF CABINS	1,837 (71 per cent balconies), with 27 single cabins
ENGINES	Two Wärtsilä 12V46F, two Wärtsilä 14V46F and two Propulsion Electric Motors, plus two VEM Sachsenwerk GMBH
POWER	Total 36,000kW
MAX SPEED	22 knots
REGISTERED	Southampton

Britannia, P&O Cruises (and parent Carnival Corporation) has made a statement of intent, with a new livery for the new ship, and the hope that she will raise the company's profile among would-be cruisers who might not have considered P&O Cruises when booking a cruise.

Britannia, which cost £500 million to build, was constructed by Fincantieri's Monfalcone shipyard in Italy, with the order placed in June 2011. She was laid down on 13 May 2013, and the ceremonial float out took place on the afternoon of 14 February 2014. Following sea trials at the start of this year, she was handed

over to her owners on 22 February, and two weeks later arrived at Southampton.

She was christened at the Ocean Terminal on 10 March at a spectacular ceremony by HM The Queen, who was accompanied by the Duke of Edinburgh, with the traditional bottle smash performed using a nebuchadnezzar of British Brut NV from the Wiston Estate Winery at Pulborough in West Sussex. After the ceremony, hosted by comedian Rob Brydon, the Queen was given a tour by the ship's master, Captain Paul Brown. After various further celebrations, she departed on 14 March

on her maiden voyage, which was a two-week trip round the western Mediterranean, taking in Italian and Spanish ports.

Inside Britannia

The interiors of *Britannia*, which include 13 restaurants and 13 bars, were designed by British company Richmond International, which has specialised in hotel design for 45 years. Although in some ways an innovative step, the involvement of a hotel designer with a passenger ship is nothing new, since many specialist interior designers have been involved with liner and cruise ships in the past. But with *Britannia*,



Captain Paul Brown with the PWRR Tigers Freerall Parachute Team, who provided a parachute spectacular as Britannia arrived in Southampton on 6 March. NICHOLAS LEACH



ABOVE Britannia has two distinctive gold and blue funnels, which add to her overall appearance. NICHOLAS LEACH

Britannia measures 330m (1,083ft) in length, has a beam of 44m, a height of 70.67m (232ft) and a draft of 8.3m. The Union Flag on her bow measures 94m (308ft). She is registered at Southampton and is the only P&O Cruises vessel with a UK registry. NICHOLAS LEACH



Richmond International designed all aspects of the décor from cabins to public spaces. This approach has resulted in a cohesive design across the whole ship, with the colours cream, bronze and black, with hints of blue, in evidence throughout. How quickly this décor becomes

dated remains to be seen. She also has a large gym, library, and numerous shops, occupying more square metres than outlets on any other ships in the P&O Cruises fleet.

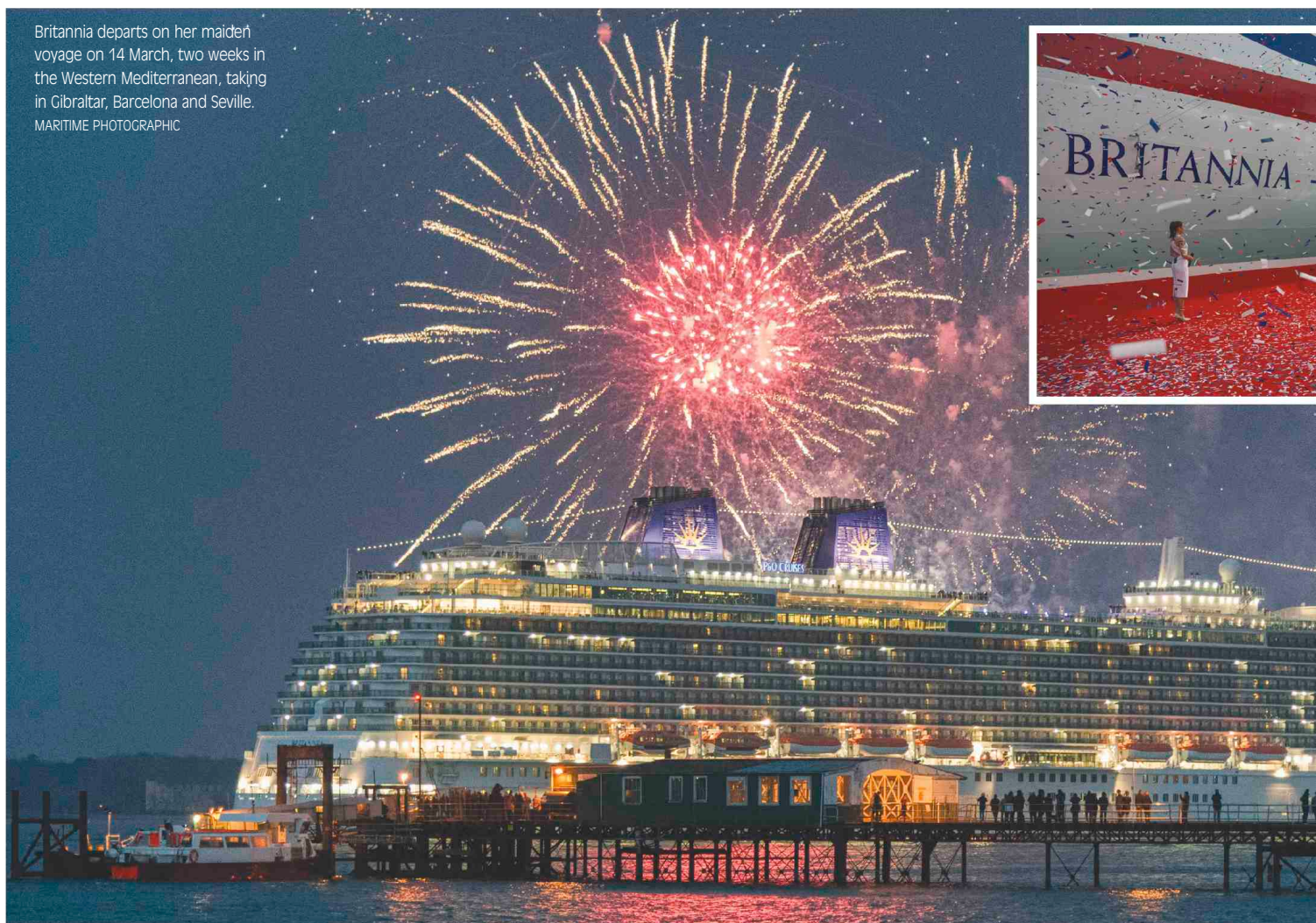
When working to full capacity, *Britannia's* four diesel-electric engines generate

62.4MW (84,000hp), driving fixed propellers and giving a maximum cruising speed of 22 knots. Two of the ship's four engines are each fitted with an exhaust gas cleaning system, to remove oxides of sulphur from the gas stream. The ship is P&O Cruises' greenest and has been

designed to deliver a greater level of operational and environmental efficiency, with the new hull form said to reduce unit fuel consumption by 20 per cent.

P&O Cruises have undertaken a major rebranding exercise, notably using the Union flag on the bow. The new blue and

Britannia departs on her maiden voyage on 14 March, two weeks in the Western Mediterranean, taking in Gibraltar, Barcelona and Seville. MARITIME PHOTOGRAPHIC



What's on board the new Britannia



gold funnel markings can be found on both *Britannia's* raked funnels, and the rather short bow, together with the huge flag, gives her a very distinctive profile, and one which will no doubt grace Southampton Water for many years to come. **SM**



ABOVE The scene during Britannia's glamorous naming ceremony at Southampton on 10 March. MARITIME PHOTOGRAPHIC



ATRIUM • The three-deck-high Atrium is described as the 'social heart' of Britannia, and is spread over decks 5, 6 and 7. The central lobby area is intended to be a calm space for relaxation. The angular patterned carpets and smart tub chairs add to the contemporary feel and sense of modern design. The centrepiece of the Atrium is the 8m-tall Star Burst sculpture, which is part chandelier and part sculpture. The colours of the 280 acrylic shards, which are lit by LED lights, range from deep blue to gold and silver.

THE LIVE LOUNGE • Britannia has two main live entertainment venues: the 936-seater Headliners Theatre forward on Decks 6 and 7, and, at the aft end of Deck 7, the 410-capacity Live Lounge, which offers acts during the day and night. There are in total nine places offering entertainment.

THE GLASS HOUSE • On the Atrium, port side of Deck 7, is the Glass House, a venue aimed at wine aficionados. Here passengers can sample a wide range of wines and enjoy what is described as an 'informal selection' of food.

JAVA • Britannia's coffee shop situated on the Atrium starboard side of Deck 7 also has an outdoor terrace so that a sea view can be enjoyed with the coffee.

POOLS AND THE SPORTS DECKS • There are three large swimming pools, located on Decks 16 and 17, which also host on-deck entertainment shows. The lido-style area has been designed with contemporary pool furniture and sun loungers. At the forward end of Deck 17 is the Retreat, an outdoor spa area similar to those on Royal Princess and Regal Princess.

THE CROW'S NEST • The Crow's Nest panoramic observation lounge has been a feature of P&O-designed passenger ships since Arcadia in 1954. This lounge, located forward on Deck 17, also has an adjacent library and card room.

THE CRYSTAL ROOM • The Crystal Room is the main lounge for dancing and features a wooden floor and chandeliers.

SPECIALITY RESTAURANTS • Britannia has a wide range of restaurants. Not only is there a dedicated Cookery Club, but there are also a number of speciality restaurants. For fine dining there is the Epicurean on Deck 16, and, for passengers wishing to sample Indian food, Sindhu on Deck 7 offers food from chef Atul Kochhar.



ATRIUM The three-deck-high Atrium with the Star Burst sculpture.



HEADLINERS THEATRE One of two main live entertainment venues.



CROW'S NEST The observation lounge is located at the forward end.



EPICUREAN One of several high-class restaurants on board.

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DUNKIRK

75TH anniversary

10-PAGE PULL-OUT

Our 10-page commemoration of the 75th anniversary of the Dunkirk evacuation sees Russell Plummer looking at the famous 'Little Ships' and this year's events, Campbell McCutcheon examining the 'miracle' of Dunkirk, and Russell Plummer recalling some of the paddlers that went across the Channel, two of which have been preserved.

May sees the 75th anniversary of 338,226 troops from the shattered port of Dunkirk and beaches stretching east towards the Belgian border between 27 May and 4 June 1940. More than 50 of the famous 'Little Ships' that took part in the evacuation, most now more than 80 years old, will be crossing the English Channel again to mark the 75th anniversary of the Operation.

'Little Ships' return

The first return to France by a gathering of Little Ships took place in 1965, a year after the late broadcaster Raymond Baxter bought the 30ft launch *Surrey*, now named *L'Orage*, and his son suggested a trip to Dunkirk to mark the 25th anniversary of the evacuation. Incredibly, more than 40 vessels took part, and two years later the Association of Dunkirk Little Ships (ADLS) was set up and now organises commemorative trips to France

every fifth year.

For 2015 more than 50 vessels gather in Ramsgate from Saturday 16 May, while craft from the Upper Thames assemble at Teddington and enter the Royal Docks via the King George V Lock for a day of events on Sunday 17 May based around 20 craft open for public inspection.

They leave for an overnight stop in Queenborough, Isle of Sheppey, on Monday 18 May before continuing to Ramsgate, where Wednesday 20 May is designated 'Dynamo Day'. Events include an ADLS service at the Sailors' Church, a military parade through the town and a fly-past by Spitfire and Hurricane fighter aircraft.

With an escort from the Royal Navy and RNLI vessels, the flotilla puts to sea at 0730 on Thursday 21 May (with Friday 22 as bad weather fall-back day) and berth in Dunkirk's Bassin du Commerce, with the main commemorative event a service at the Allied Beach Memorial in late morning on Saturday 24 May.



ABOVE MTB 102 leads the Dunkirk Little Ships on the Thames for the Diamond Jubilee Pageant in June 2012. NICHOLAS LEACH

However, this year, due to tidal conditions, the Little Ships will not be able lie offshore during the service. However, after starting their journey back to Ramsgate on Monday 26 May, there will be a pause outside Dunkirk Harbour so individual crews can lay wreaths.

Returning to Dunkirk this year will be the 1915-built Thames passenger launch *Kingwood*, long a familiar sight on upriver trips from Westminster Pier, while other still-operating Thames craft include *Jeff* (1923), owned by

Turk Launches, and *Princess Freda* (1926), from the Colliers Launches fleet.

Arthur Collier, who started the business in 1976 and acquired the vessel in 2004, will be taking *Princess Freda* across for the third time, accompanied by sons Danny, John and Arthur jnr, all Thames watermen, and three of his grandsons. *Princess Freda* was built in 1926 by T. C. Letcher on the Isle of Wight, with topsides made of a single 150ft long sheet of steel.

She worked lifting troops off the beaches with the seamanship

The British government, despite the obvious danger and desperate situation, sent a series of eight war artists to the Front to depict the scenes. This painting, by Charles Cundall ARA, is an accurate depiction of the beaches at Dunkirk in the last days of May 1940.



of Sub-Lieut. E. S. Foreman, who was in command, much praised. But flotsam fouled a propeller and *Princess Freda* was towed home by the Dutch tug *Betje*. Very much still a working boat on Westminster-Hampton Court scheduled sailings, *Princess Freda* will be going direct to Ramsgate and not taking part in the Royal Docks event.

Wooden-hulled West Country passenger boat *Devon Belle* (1938) also returns to Dunkirk, where she operated in

the harbour as *Seymour Castle*, while *Silver Queen* (1926), one of the first small craft to be sent across, has regained her original name after a lengthy spell in Guernsey as *Fermain V*. The fleet will also include steam tug *Challenge* (1931), MTB 102, which headed a line-up of Dunkirk veterans in the Queen's Diamond Jubilee Pageant on the Thames in 2012, and former London fire boat *Massey Shaw*, which was built in 1935. **ISM**



ABOVE Princess Freda (middle) with other Little Ships Mada (top) and Aureol (bottom) heading into Dunkirk for the last return, May 2010. NICHOLAS LEACH

BELOW Sundowner, an elegant 1912-built motor yacht which saved 130 soldiers from the beaches of Dunkirk, is a regular attendee at ADLS events



ADLS fleet for 2015

The 75th anniversary ADLS fleet (Dunkirk period names in brackets) is due to consist of: Amazone (Mermaid), Angele Aline, Aquabelle, Aureol (Kitty), Brown Owl (Wairakei), Caresana (Charles Cooper Henderson), Caronia, Challenge, Chumley (Chalmondesleigh), Devon Belle (Seymour Castle), Dowager (Rosa Woodd and Phyllis Lunn), Elsa II, Elvin, Endeavour, Firefly, Gainsborough Trader (Master of Foxhounds), Gay Venture, Gentle Ladye (Jong), Greta, Hilfronor, Janthea (Reda), Jeff, Kingwood, L'Orage (Surrey), Lady Gay, Lady Isabelle, Latona, Lazy Days, Lijns, Lucy Lavers, MB 278 (Susan K), Mada (Fleury II), Maid Marion, Margo II, Marsayru, Mary

Jane, Mary Scott (Atanua), Massey Shaw, Mimosa, Moonraker, MTB 102, Naiad Errant, New Britannic, Nyula (Betty), Omega, Ona II, Our Lizzie, Papillon, Princess Freda, Pudge, Rania (Arkian), Riis I (White Heather), Ryegate II, Silver Queen (Fermain V), Stenoa (Cecil and Lilian Philpott), Sundowner, Tahilla (Skylark), Thamesia, Wanda, White Marlin (Fervant).



ABOVE Kingwood returns to Dunkirk for the first time since 1940. ADLS

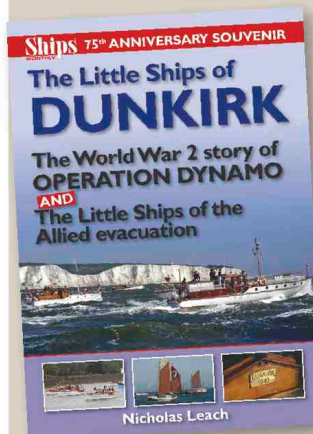
Other Dunkirk veterans

Regal Lady went to Dunkirk as the steam powered Brit I and now offers summer cruises.



Other Dunkirk veterans remaining in active service this year include tunnel stern Thames launches Hurlingham (1915) and Viscount (1908); former Great Yarmouth steamers Oulton Belle (1930) and Brit II (1935), now offering excursions from Scarborough's Lighthouse Pier as motor vessels Regal Lady (pictured) and Coronia for Scarborough Pleasure

Cruises; Devon veteran My Queen (1929), which ran a pre-World War II summer service as Gondolier King between Swanage and Boscombe; and the 45gt Queen Boadicea II, built for the Thames in 1937 and later with Devon owners before going to the Gloucester Waterways Museum for regular cruises on the Gloucester and Sharpness Canal.



Souvenir Guide

A new book, with a Foreword by HRH Prince Michael of Kent, Honorary Admiral ADLS, provides an overview of Operation Dynamo and histories of 77 of the famous little craft that crossed the Channel in 1940, and which now form the backbone of the Association of Dunkirk Little Ships. Nicholas Leach has worked in conjunction with the ADLS to provide this 100-page souvenir guide, which is available from www.kelseyshop.co.uk, or telephone 0845 872 7385, price £8.99, ISBN 9781909786981.

DUNKIRK

75TH anniversary

10-PAGE PULL-OUT

The miracle

In May 1940, with their backs against the English Channel, 338,226 British and French troops were evacuated from Dunkirk during the fall of France. Campbell McCutcheon tells the story of the week that saved Britain.



There are few failures in history that have gone on to become great victories, but Dunkirk is one of those. The British Expeditionary Force had been forcibly evicted from France, along with around 100,000 French and other troops, who had left mainland Europe with little equipment, and much of what they had was lined up in ranks close to the sea, vandalised and in theory put beyond use.

With little more than they could carry, they were initially rescued from the mole at Dunkirk by destroyers of the Royal Navy and passenger ferries, but, by the end, they were being lifted from the beaches in any small boat that could carry them. The failure was not theirs, however. They had been rescued to fight another day.



ABOVE A party of soldiers on their arrival at London after their rescue. Anthony Eden commented on 2 June: 'We have had great losses in equipment, but our men have gained immeasurably in experience of warfare.' Most of their vehicles could not be recovered, although many were brought back from other ports in western France later in June.

Weapons and equipment could be manufactured, but men took many months of training to turn into fighting machines, and those rescued from Dunkirk, and numerous other ports and harbours, were Britain's battle-hardened fighting men. The failure was that of the Germans, who stood and watched the grand spectacle of these 340,000 men leaving the beaches for the relative safety of their homeland.

Between 26 May 1940 and 3 June the rescue of soldiers and airmen took place in what was known as Operation Dynamo. The signal to begin the evacuation was sent at 0657 on Sunday 26 May, and the last ship to leave the Mole at Dunkirk was the old and now rather battered HMS *Shikari*. In total, 338,226 men were rescued from the harbour and beaches of Dunkirk.

of Dunkirk

British and French troops massed on the dunes at Dunkirk in preparation for their evacuation.

In the background are soldiers lining up and marching towards the small craft that will ferry them to the waiting ships.



10-PAGE SPECIAL
DUNKIRK 75TH ANNIVERSARY



ABOVE Whalers crammed with soldiers of the BEF (British Expeditionary Force) being drawn by a motor boat to a waiting destroyer during the evacuation at Dunkirk. The navy lost six of their highly-prized destroyers during the evacuation.



ABOVE The modern port of Dunkirk was put out of action after its lock gates were damaged during air attacks. Many German aircraft destroyed what ships were in the harbour, including this one, ablaze and soon to sink.

The Admiralty issued a communiqué as soon as the last troops were landed in Britain, stating that 'The most extensive and difficult combined operation in naval history has been carried out during the past week. British, French and Belgian troops have been brought safely to this country . . . in numbers . . . which will surprise the world.'

British official figures at the time stated that around 222 naval vessels and 665 other British craft took part. However, no records were kept and we may never know which ships or boats were involved, but when the call was made hundreds made their way to pre-arranged assembly points, with volunteer crews and with no idea of what they were needed for. Over the course of the evacuation, they were bombed, strafed from the air, under threat of attack from E-boats and U-boats, and crossed the Channel in open boats overcrowded with far too many men.

The daring rescue was possible only because of the strength of will of Vice-



ABOVE At the Mole. This view gives an idea of the assorted small ships that rescued the Allied soldiers. Here, a mix of coastal freighters, fishing smacks, small pleasure craft and motor launches load up with troops.

Admiral Bertram Ramsay, who organised the rescue, and who went on to plan the Royal Navy's invasion of Normandy.

The German attacks through Belgium, the Netherlands and France had seen the Allied armies in the north cut off, with either capture or evacuation the only possible courses. The initial plans for the BEF's evacuation was that passenger ferries would be used to pick them up from Dunkirk, Calais and Boulogne. The Germans put paid to the plans for evacuation from Calais and Boulogne by attacking these two places, though troops there put up a spirited resistance that ensured time for the majority of troops around Dunkirk to be saved. With the two ports captured, thousands of troops had fallen back to Dunkirk.

Unexpectedly, the Germans halted their advance. They had reached the extent of their supply chain, and the troops were exhausted after a month of fighting across the plains of Belgium and northern France. This did not stop them shelling rescue ships as they went in and out of Dunkirk, but the majority of the German troops and their armour stopped short of the town. On that first day around 28,000 troops were repatriated.

Dunkirk's port itself was modern, but damage to lock gates meant that only the east and west moles (the huge piers that extended into the sea) could accommodate any vessels. The gently sloping beaches and lack of dock space meant that men could only be evacuated from the Moles, which were under constant attack, or by lifeboats ferrying them from the shallow waters around the beaches to the waiting naval ships and commandeered ferries offshore.

What was needed were craft that could swiftly and easily manoeuvre in the sandy, shallow seas. Those craft included many paddle steamers, which, with their flat bottoms and huge paddles, could easily beach on sand and then pull themselves off again, and smaller pleasure craft, with shallow draughts. By the evening of Monday 27 May requisitioning was taking place and many small craft were heading down the Thames, and from across Southern England, to assembly points.

With troops around the perimeter of Dunkirk, the evacuation continued into Wednesday, but Navy losses were mounting and the most modern destroyers, which could make two trips a day back to Dover, were being recalled, leaving only 15 older destroyers to cover the evacuation and make the difficult journeys through the sandbanks and minefields off Dunkirk.

On Thursday 30 May news came that the perimeter could not be held for much longer, and paddle steamers were driven on to the beaches to recover soldiers at low tide and then floated off again at high tide. Thames sailing barges, laden with food, water and other supplies, were deliberately driven ashore too, many being destroyed in the process.

Pressure was relieved as the Germans began to withdraw troops from around Dunkirk in preparation for attacks on Paris and Central France. By Friday 31 May the wind was onshore, blowing away much of the pall of smoke over Dunkirk and the beaches, allowing German artillery to bombard the troops more accurately, and small boats became difficult to handle due to the surf caused by the wind.

'Special tows' began from Ramsgate, with many of the small boats being towed across the Channel by larger ships, tugs and even motor cruisers. At the end of the fifth day of evacuation, around 200,000 troops had been rescued, with 68,014 safely back in England by Friday. Among those were 15,000 French troops. Losses on Friday, included HMS *Wakeful*, while three other destroyers, *Basilisk*, *Havant* and *Keith*, were lost on Saturday, and another four were damaged. Despite these losses, around 65,000 men were rescued on Saturday and several thousand more on Sunday, and it became clear that the British Expeditionary Force had been saved.

Enduring image

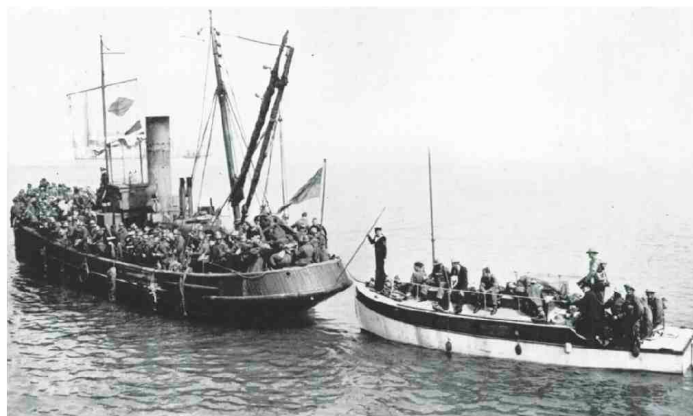
An enduring image of Dunkirk is of a pall of smoke and lines of troops stretching in single file out into the waters around Dunkirk, as their beach is shelled by Luftwaffe fighters. The reality is that, while 98,671 men were brought back to



ABOVE An artist's impression of troops using a series of lorries as a jetty to get them into deeper water to be rescued by ships as varied as motor launches and shallow draft paddle steamers.



ABOVE Standing-room only aboard the over-crowded destroyers. Once landed, the troops were dispatched by train to available army camps, where they could be given new arms and uniforms, as almost everything had been left in France.



ABOVE A drifter heads for England, with the motor launch Nydia (1939) in tow, both heavily laden with soldiers. The hundreds of small ships made the loading of bigger ones possible. The shallow seas around Dunkirk caused huge problems, which meant the larger ships could not get close into the beaches.



ABOVE Destroyers arriving back in Dover. Due to German air attacks and the tortuous route to Dunkirk, the destroyers could only make two return journeys a day with the exhausted troops.



ABOVE There were assembly points for small craft along the Thames and Medway, as well as in channel ports. Here, some of the little boats that are now so famous are returned to London.

Dunkirk 1940

Monday 27 May Attacks by the Germans and a lack of preparedness meant that only 7,669 were rescued.

Tuesday 28 May 17,804 were rescued.

Wednesday 29 May 33,588 were rescued from the harbour, but at great loss to the British vessels; another 13,752 were picked up from the beaches.

Thursday 30 May 29,512 were rescued from the beaches and another 24,311 from Dunkirk itself.

Friday 31 May 68,041 saved, the largest number of evacuation.

Saturday 1 June Around 65,000 men were rescued; of those, 47,081 came from Dunkirk itself, and the remaining 17,348 from the beaches.

Sunday 2 June 26,256 were rescued, over 20,000 of whom were French.

Monday 3 June Another 26,746 were rescued.

Tuesday 4 June A final 26,175 were saved; of those, only 622 were picked up from the beaches.



ABOVE Troops on the East Mole at Dunkirk about to board a British destroyer. The Moles survived relatively unscathed despite constant attacks from the air by the Luftwaffe.

Britain from the beaches, the vast majority of those rescued actually came through the heavily attacked Moles at the entrance to the harbour itself. Some 293,555 troops were evacuated this way.

The final two days saw many French troops rescued, and they hugely outnumbered the British troops. At 0340 on Tuesday 4 June HMS *Shikari* left Dunkirk with the

last troops bound for Dover. Dunkirk surrendered later that day and the Germans' invasion of France was complete.

Of the troops rescued, nearly a third were aboard requisitioned ferries, with around 50 such vessels taking part. Ships of the major railway companies were involved, as were those of the Isle of Man Steam Packet, using both Dover and Folkestone to disembark troops. Of those fifty, the casualties included *Fenella* and *Mona's Queen*, from the IOMSP, which hit a mine and sank in two minutes; *Lorina*, from the Southern Railway, hit by a bomb on 29 May; and another SR ship, *Normannia*, bombed near Mardyck, on the same day.

Queen of the Channel, a Thames pleasure steamer, was sunk on 27 May, her back broken after a direct hit from a Luftwaffe bomber. The LMS's *Scotia* succumbed on 1 June, with the loss of 300 troops and 30 crew. The ferry *King Orry* was lost on 29 May, sunk across the main channel. Ferries used as hospital ships included *Dinard*, *Isle of Guernsey*, *Isle of Thanet*

and *Paris*, with *Paris* being lost on 2 June. Three Great Western saints, *Julien*, *David* and *Andrew*, also took part.

As well as ferries, 19 lifeboats took part, with crews from Great Yarmouth to Poole involved in what has become the greatest defeat ever to become a great victory. British forces had been sent packing from the shores of Western Europe and would not return until June 1944.

Of the little boats that took part, many still survive; they played a crucial part in the recovery of around a third of those saved and many stories of heroism can be attached to them. If you see one today, give a nod to both them and their crews, for they helped preserve Britain's forces at a time when the country was under the greatest threat of invasion since 1066. Without Dunkirk, and the subsequent evacuations from Cherbourg and other western ports, Britain would have had no protection from invasion. As it was, those 338,226 personnel went on to form the core of both the Free French Army and British forces. **SM**

DUNKIRK

75TH anniversary

10 PAGE PULL-OUT

The Dunkirk paddlers

Russell Plummer looks back at the role played by more than 20 paddle steamers during the Dunkirk Evacuation in 1940 and spotlights two remarkable survivors, *Medway Queen* and *Princess Elizabeth*.

Often described as the heroine of Dunkirk, the paddle steamer *Medway Queen* will play a part in events marking the 75th anniversary

of the 1940 evacuation of more than 338,000 troops from Dunkirk and nearby beaches. *Medway Queen* will be towed from her restoration berth at Gillingham Pier to Ramsgate, the port used on most of her

seven evacuation trips, during which she was officially credited with landing 3,046 men. However, her officers long argued that the total, including some picked up from other vessels en route, was probably in excess of 6,000.

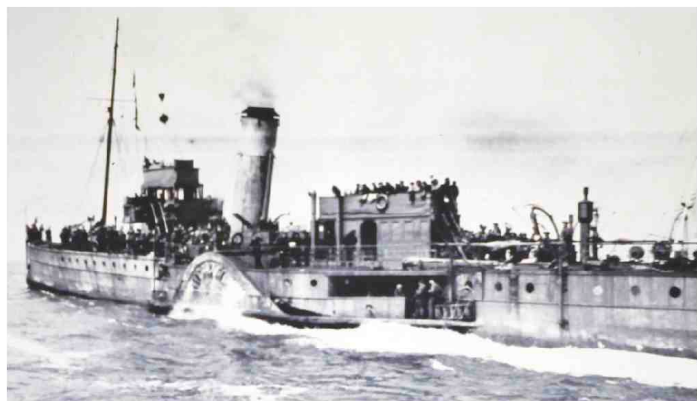
More than 20 paddle steamers were involved in Operation Dynamo, which lasted nine days from 27 May to 4 June, most of them having been requisitioned for service as minesweepers in the opening weeks of World War II and formed into five flotillas: the 7th based at Granton; the 8th at North Shields; the 10th at Dover; the 11th on the Clyde; and the 12th at Harwich.

All eight of the Dover-based 10th Flotilla steamers, including *Medway Queen*, steamed off on the evening of 27 May behind leader *Sandown* (1934), from the Southern Railway's Portsmouth fleet. The contrasting line-up including Victorian veterans *Laguna Belle* (1896) and *Thames Queen* (1898), originally part of the

Belle Steamers fleet on the Thames; P. & A. Campbell's *Brighton Belle* (1900); *Emperor of India* (1906) from the Cosens fleet; and Red Funnel pair *Gracie Fields*, built in 1936; and *Princess Elizabeth* (1927).

Returning from her first trip, *Medway Queen* took more than 800 men off *Brighton Belle*, which was sinking after running over a submerged wreck close to the North Goodwins. During the following days the steamers operated independently, *Medway Queen* setting off each evening to be off the French Coast or in Dunkirk Harbour by first light. Her seventh and final trip almost ended in disaster when, after she arrived at the East Mole at midnight on 3-4 June, a shell-burst flung a destroyer against the steamer's starboard sponson causing severe damage. But, after obstructions had been cut away, *Medway Queen* was able to sail with 423 mainly French troops on board.

After further minesweeping and then a training ship role,



ABOVE Glen Avon heading for home with some of 900 troops she carried back to England. Lost in 1944, Glen Avon was one of eight P. & A. Campbell steamers which went to Dunkirk. A.G.TAYLOR

Smoke from burning oil tanks fills the sky over Dunkirk, with paddle minesweeper Queen of Thanet passing the East Mole (right), with either Isle of steam Packet vessel Tynwald, or sister Fenella, on the outside of the East Mole.



Medway Queen resumed New Medway Steam Packet Company excursions until she was withdrawn in 1963, and from 1966 she was the centre of a marina project at Binfield on the river Medina, Isle of Wight. This failed by the end of the 1980s but, although the increasingly derelict steamer was moved back to the Medway on a barge, a band of dedicated volunteers who wanted to save her suffered many frustrations in their efforts. But there has been fresh impetus since *Medway Queen* underwent hull reconstruction at the Albion Yard in Bristol, thanks mainly to grants from the Heritage Lottery Fund and European Regional Development Fund, before the vessel returned to Gillingham in November 2013.

This year the Medway Queen Preservation Society has received a Transition Grant of £100,000 from the Heritage Lottery Fund, a major boost after a lack of funds prevented even a reduced level of activity during 2014. Now

the Society is implementing a reorganisation, with preparations for major funding applications, with work in the engine room and after saloon the main priorities. *Medway Queen* has also been supported by the GMB Union and Medway Council, while the tow to Ramsgate and back in May is being sponsored by the Gosling Foundation.

Red Funnel survivor

The other large surviving vessel, the former Red Funnel steamer *Princess Elizabeth*, has been owned by the City of Dunkirk since 1999 and is well established as a conference centre close to the Pole Marine Shopping Centre, smartly turned out with black hull and a black-topped red funnel, familiar for much of her service between Southampton and Cowes, when she carried cars on the open foredeck, and for summer excursions.

Princess Elizabeth went with the rest of the 10th Flotilla to La Panne, and then sailed twice on her own to Bray Beach and once again to La Panne, and was recorded as landing a total of 1,673 men. She later served as an anti-aircraft ship, before returning to Red Funnel, finally leaving the fleet in 1959.

Six years of summer excursions for three different South Coast operators followed, after which she languished, with engine and boilers removed, until May 1970, when opened as a pub-cum-restaurant on the Thames below Tower Bridge. She was based at Old Swan Pier above London Bridge from 1973 to 1987, and the paddler then went to Pont Mirabeau in Paris and operated on the Seine as a conference centre and museum before she was finally moved to Dunkirk.

Princess Elizabeth was joined in the 10th Flotilla by Red Funnel's newest paddler, but after landing 260 men at Dover on 28 May, *Gracie Fields* was making a journey home with 750 on board when she was bombed and sunk close to the Middel Kirk Buoy.

Brighton Belle was one of eight steamers from the P. & A. Campbell fleet involved in Operation Dynamo, with *Brighton Queen* also lost. She was sent from the Forth and,



ABOVE *Princess Elizabeth* in her present-day home at Dunkirk. RUSSELL PLUMMER



ABOVE The rededication ceremony for *Medway Queen* after hull rebuild at the at the Albion Yard in Bristol. MQPS



ABOVE *Medway Queen* at Ramsgate earlier in 1940 while a member of the 10th Minesweeping Flotilla. J. D. CRAVES



ABOVE Southern Railway paddle steamer *Whippingham* was taken off Isle of Wight ferry services and landed an incredible 2,700 after a single crossing to Dunkirk.

Eagle III at war as HMS Oriole



ABOVE Eagle III, of 1910, in Clyde excursion service in the 1930s.



ABOVE Eagle III as HMS Oriole soon after commissioning in autumn 1939, when based at Harwich.



ABOVE HMS Oriole deliberately beached at La Panne on 29 May 1940 with troops waiting to board at the stern.

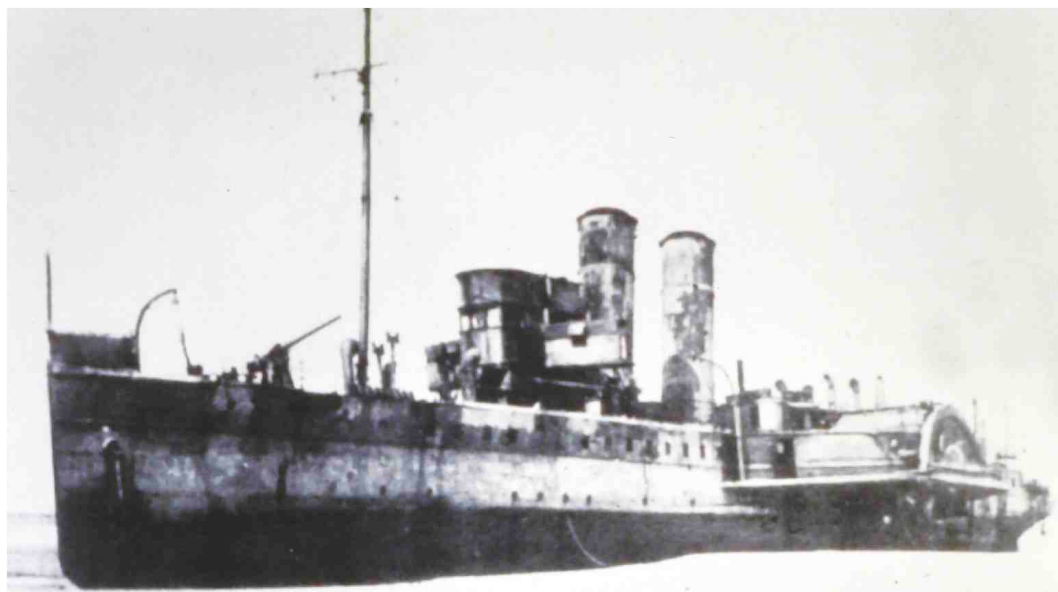


ABOVE Another view of HMS Oriole during her war service; she was based at Harwich as part of the 12th minesweeping flotilla, whose flagship was Clyde paddler Waverley.



ABOVE HMS Oriole was used as an accommodation ship later in the war and presents a forlorn sight at Port Glasgow in 1946 shortly before she was broken up.

RIGHT Perhaps the most evocative of all Dunkirk Evacuation pictures: troops waiting in the water off La Panne before boarding paddle minesweeper HMS Oriole, previously Clyde steamer Eagle III. It was taken on 29 May 1940 by young Sub-Lieutenant John Rutherford Crosby.



ABOVE Another Campbell paddler that did not come back was Devonian, which was abandoned on the beach at La Panne after suffering stern and rudder damage in air attacks on 30 May 1940.

after refuelling at Harwich, went to Bray Beach to load troops, who were carried to Ramsgate. Following a second trip to Dunkirk Harbour, she set sail with 600 Algerian troops aboard, but after only 20 minutes at sea suffered a direct hit by a German bomb.

Another Campbell stalwart that never came back was *Devonia*. Sent south from Granton with *Brighton Queen*,

she suffered damage in an air attack and was abandoned on the beach at La Panne. *Westward Ho* from the Forth made two and possibly three crossings, and was recorded as landing 1,686 men at Margate. She later went back to minesweeping, until boiler trouble saw her being used as an accommodation ship at Dartford until the end of the war.

Three Campbell vessels from the 8th Flotilla, *Glen*

Avon, *Glen Gower* and *Snaefell*, sailed from North Shields, transporting 888, 1,235 and 981 men respectively, but only *Glen Gower* came through the war to sail on for Campbells from 1947 to 1957. *Glen Avon* figured as a communications vessel during the Normandy Landings in 1944 before foundering in a storm off the French coast. After returning to minesweeping, *Snaefell* was sunk in the North Sea in 1941.

Flag Officer's ship in the 7th Flotilla was *Queen of Thanet*, originally from the World War I Ascot class of paddle minesweepers, which went into excursion service for the New Medway Company from 1929. Although not used in the 1939 summer season, she was quickly requisitioned for a return to minesweeping and made four crossings, mainly to Dunkirk Harbour, carrying 2,500 personnel to Margate.

Campbell flier *Cambria*, also part of the 7th Flotilla as HMS *Plinlimmon*, landed 900 troops at the Kent resort, but was barred from further crossings due to defective degaussing equipment, although her crew relieved that of HMS *Oriole*, the Clyde steamer Eagle III, on 3 June. *Oriole*, powered by a single diagonal engine that was outdated even when the ship was new in 1910, arrived from Harwich for the first of five evacuation trips transporting a total 2,587 troops and was joined by fellow Clyde steamer *Marmion*, which landed 713 men. *Marmion* was bombed and sunk at Harwich in 1941





ABOVE Royal Eagle was part of the Thames Special Service Flotilla, which had steamers fitted-out as anti-aircraft vessels. She made at least two crossings and is recorded as landing 2,657 troops at Sheerness and Margate. IWM



ABOVE One of the early losses during Operation Dynamo was Campbell paddler Brighton Belle, which sank after running over a submerged wreck near the North Goodwins on 28 May 1940. IWM

and, although raised, was later declared a total loss. *Oriole* completed the war as an accommodation vessel but was broken up in 1946.

Waverley, built in 1899 for North British Railway service on the Clyde, was a minesweeper in World War I and became leader of the Harwich-based 12th flotilla in 1939, sailing to La Panne and loading an estimated 600 troops. When returning, the vessel came under air attack and sank when struck by three bombs in quick succession. *Duchess of Fife* also headed from Harwich to La Panne and took troops loaded from small boats to Harwich, making one further trip to La Panne and another to Dunkirk Harbour and landed 1,801 men.

Eagle Steamers fleet

Three large paddlers from the Eagle Steamers fleet had been pressed into service as anti-aircraft vessels based at Sheerness and were sent to France on 28 May, *Golden Eagle* and *Royal Eagle* each making three trips to bring home 1,751 and 2,657 men respectively.

Crested Eagle went to Dunkirk, loading substantial numbers at the East Mole, only to come under attack when off Malo-le-Bains on the return trip. After she was hit aft of the bridge, further bombs ignited fuel tanks and the vessel became a blazing inferno. Although minesweeper HMS *Albury* picked up survivors, many lives were lost.

Older Thames vessel *Essex Queen*, built as *Walton Belle* in 1897, was used by the Port of London Authority as a Hospital Carrier and, although her name never appeared in official Dunkirk lists, she was in the Dover area before the start of the evacuation. The log of *Princess Elizabeth* recorded that small boats used off La Panne on 31 May had been handed over to *Essex Queen*.

As the evacuation reached its peak, three paddle steamers were called from Isle of Wight ferry services. *Portsdown* from the Portsmouth-Ryde run was hastily commissioned under the command of a RNR Sub-Lieutenant at Sheerness on 1 June and, after failing to get

into Dunkirk Harbour, used her own 15ft lifeboats to pick up men from beaches further east, taking more on board from small craft encountered during a crossing to Ramsgate, where 618 were landed.

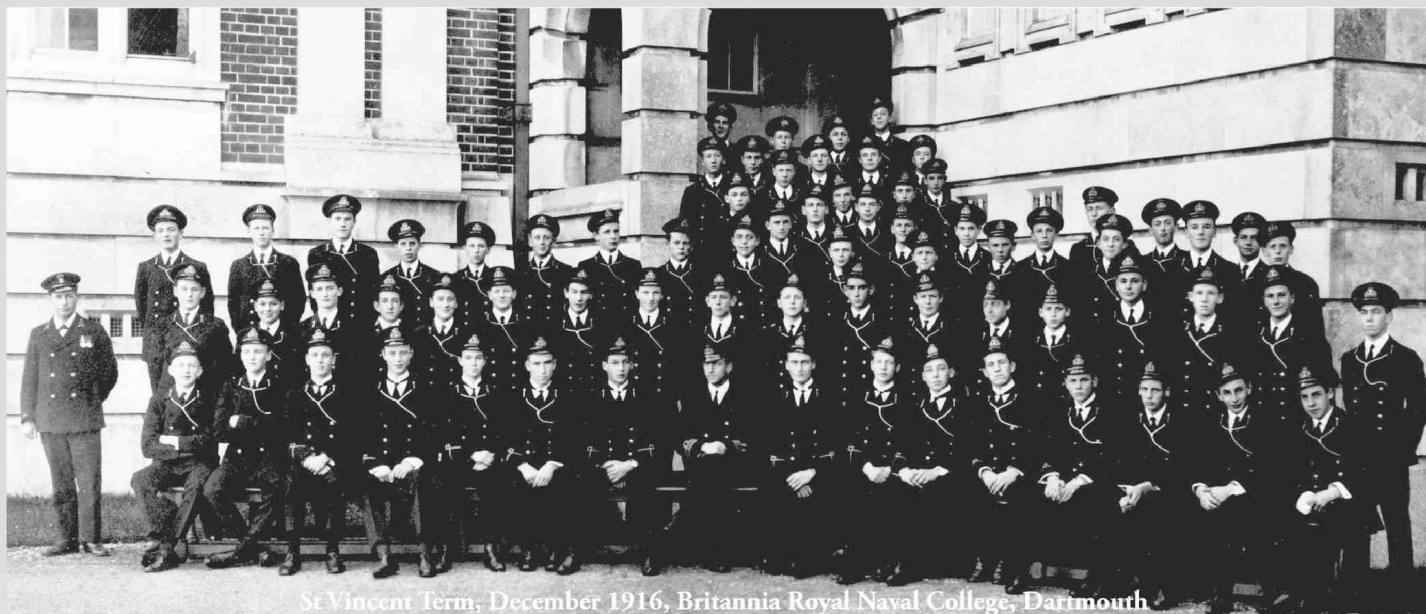
Principally designed for 1930s excursions, *Whippingham* was also summoned from Portsmouth. Although she made only one Dunkirk trip, she landed 2,700 men, which was more than twice her normal peacetime complement. Called up as a minesweeper in 1941 and as an anti-aircraft vessel from the following year, *Whippingham* was involved in the Normandy Landings and, after returning to Southern Railway service in 1945, continued until being broken up in Belgium after sale at the end of 1962.

Lymington-Yarmouth paddler *Freshwater* was also seen at Sheerness at the same time as *Portsdown* and *Whippingham*, before she went back to the Western Solent run, which she served until 1957, with excursion spells following in 1960 and 1961. **SM**

THE PADDLERS OF OPERATION DYNAMO

VESSEL	BUILT	OWNER	ROLE	LOSS OR DISPOSAL
Brighton Belle	1900	P&A.Campbell	PMS	Lost near North Goodwins, 27 May 1940
Brighton Queen	1905	P&A.Campbell	PMS	Sank after bombing off Dunkirk, 2 June 1940
Crested Eagle	1925	GSNC Eagle Steamers	AAship	Sank after bombing off Dunkirk, 29 May 1940
Devonia	1905	P&A.Campbell	PMS	Abandoned at La Panne beach, 30 May 1940
Duchess of Fife	1903	Caledonian SP	PMS	Resumed Clyde service, scrapped 1953
Emperor of India	1906	Cosens, Weymouth	PMS	Resumed Dorset services, scrapped 1957
Essex Queen	1897	New Medway SP	Hos.S	Cruised at Torquay from 1947, scrapped 1951
Freshwater	1927	Southern Railway	Ferry	Resumed ferry/excursion work, scrapped 1962
Glen Avon	1912	P&A.Campbell	PMS	Weather loss Bay of Seine 2 September 1944
Glen Gower	1922	P&A.Campbell	PMS	Returned Campbells, scrapped Belgium 1960
Golden Eagle	1909	GSNC Eagle Steamers	AAship	Resumed Thames service, scrapped 1951
Gracie Fields	1936	Red Funnel	PMS	Sank returning from La Panne 29 May 1940
Laguna Belle	1896	GSNC	PMS	Sold to Dutch breakers 1946
Marmion	1906	LNER (Clyde)	PMS	Bombed and sunk Harwich, 9 April 1941
Medway Queen	1924	New Medway SP	PMS	Undergoing restoration in Gillingham
Oriole (Eagle III)	1910	Williamson-Buchanan	PMS	Broken-up Port Glasgow, 1946
Plinlimmon (Cambria)	1895	P&A.Campbell	PMS	Broken-up Grays, December 1946
Princess Elizabeth	1927	Red Funnel	PMS	Survives in static use at Dunkirk
Portsdown	1928	Southern Railway	Ferry	Mined, sank off Southsea November 1944
Queen of Thanet	1916	New Medway SP	PMS	Resumed excursions 1946-51, scrapped 1952
Royal Eagle	1932	GSNC Eagle Steamers	AAship	Resumed excursions 1946-50, scrapped 1953
Sandown	1934	Southern Railway	PMS	Resumed ferry work 1945-65, scrapped 1966
Snaefell (Waverley)	1907	P&A.Campbell	PMS	Mined and sank North Sea, 1941
Thames Queen	1898	New Medway SP	PMS	Released 1946, broken up at Dover
Waverley	1900	LNER (Clyde)	PMS	Bombed, sunk off French coast, 29 May 1940
Westward Ho	1894	P&A.Campbell	PMS	Broken-up Newport, South Wales, July 1946
Whippingham	1930	Southern Railway	Ferry	Resumed as ferry to 1962, scrapped Belgium
PMS • paddle minesweeper; AA • anti-aircraft vessel; Hos • Hospital carrier; Ferry • from commercial service				

Warships at a glance

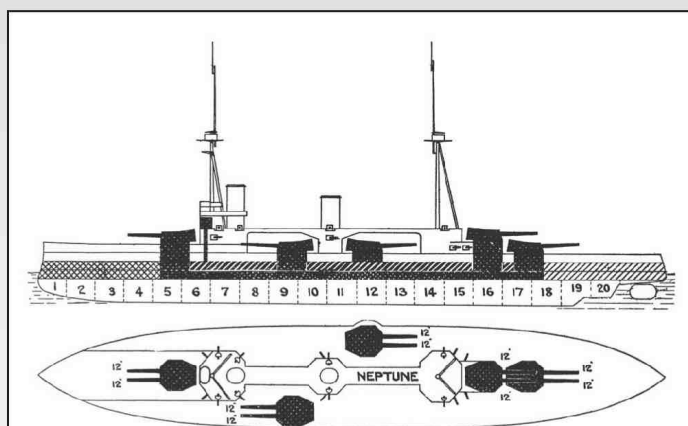


St Vincent Term, December 1916, Britannia Royal Naval College, Dartmouth

Ship silhouettes from the 1914 edition of the small book *Warships At A Glance* provide a historical snapshot of the state of the world's navies in 1914 at the peak of an era of unrivalled expansion.

A special edition of the small book 'Warships At A Glance' has been reproduced to mark the centenary of the outbreak of World War I. It is a tribute to the cadets and midshipmen of the Royal Navy, some of them very young, who fought and died for their country in that conflict. It also serves to affirm the unbroken link between Royal Navy officer training in 1914 and 2014, while also providing an insight into the world of naval warfare in the early 20th century.

At the time of the outbreak of war, Royal Navy officer cadets were trained at the Royal Naval College Osborne on the Isle of Wight and at Britannia Royal Naval College in Dartmouth. The surprise generated by Europe's sudden descent into war is clear from the Christmas Term



1909 BRITISH DREADNOUGHT (21 kts.) No.12 NEPTUNE (Sept., 1909).

Normal displacement, 19,900 tons. Complement, 900.
Length (*waterline*), 540 feet. Beam, 85 feet. *Draught (normal)*, 27 feet.
Length *over all*, 546 feet.

Guns: 10-12 inch, 50 cal. (A6), 16-4 inch, 4-3 pdr. (saluting), Torpedo tubes (21 inch) 3 submerged.

Armour (Krupp): 10 inch Belt, 6 inch Belt (bow), 4 inch Belt (aft), 2¾ inch Deck, 9¾ inch Lower deck side, 11-8 inch on big guns.

Machinery: Parsons turbine. Designed H.P. 25,000 = 21 kts. (more expected). Boilers: Yarrow. Coal: normal 900 tons; maximum 2700 tons. Also oil fuel: 450 tons.

Armour Notes:— Upper deck and magazines armoured against aero-craft.
Engineering Notes:— Consumption on trial was 146 lbs. per h.p. at full power.

Turbines: L.P. rotor diameter, 82 inch; L.P. rotor diameter, 109 inch. R.P.M. 332.

Boiler pressure: 235 lbs. per square inch.

Heating surface: 63,630 square feet.

Total weight of machinery with auxiliaries: 1,109 tons + water to working level, 2036½ tons.

Engine room complement: 231.

ABOVE A group photo taken in December 1916 at Britannia Royal Naval College, Dartmouth. At the outbreak of World War I, 434 Naval Cadets, some as young as 15, were mobilised at Dartmouth from the senior Britannia Royal Naval College and sent to sea, suffering serious loss of life during the early weeks, particularly among those appointed to old ships from the Reserve Fleet. Sadly, no fewer than 41 were killed in action before the end of the year.

1914 edition of the Osborne Magazine, which was published for the 13- and 14-year-old cadets at Dartmouth, and had been written at the end of the term following the outbreak of war: 'We little thought that in a few hours [of the end of the summer term] the Fleet would be mobilized. . . in real earnest. That is, however, what occurred. On 29 July, just as the College was about to disperse, the main fleet of England left Portland with sealed orders.'

The Royal Navy had the largest and most powerful fleet in the world in August 1914, thanks to the naval race of the previous decade that confirmed the battleship as the primary weapons system of the time. Heavily armed and armoured, battleships were an international status symbol, with design features presented

annually in 'Jane's Fighting Ships', which contained silhouettes, photographs and technical details.

In 1914 the publishers issued, for the price of three shillings, a small-format reference book entitled 'Warships At A Glance', which contained the silhouettes from Jane's Fighting Ships and was one of the first 'spotters' guides, and this has now been reprinted, complete with the notes of its owner, Alec Tidd, a Sub-Lieutenant.

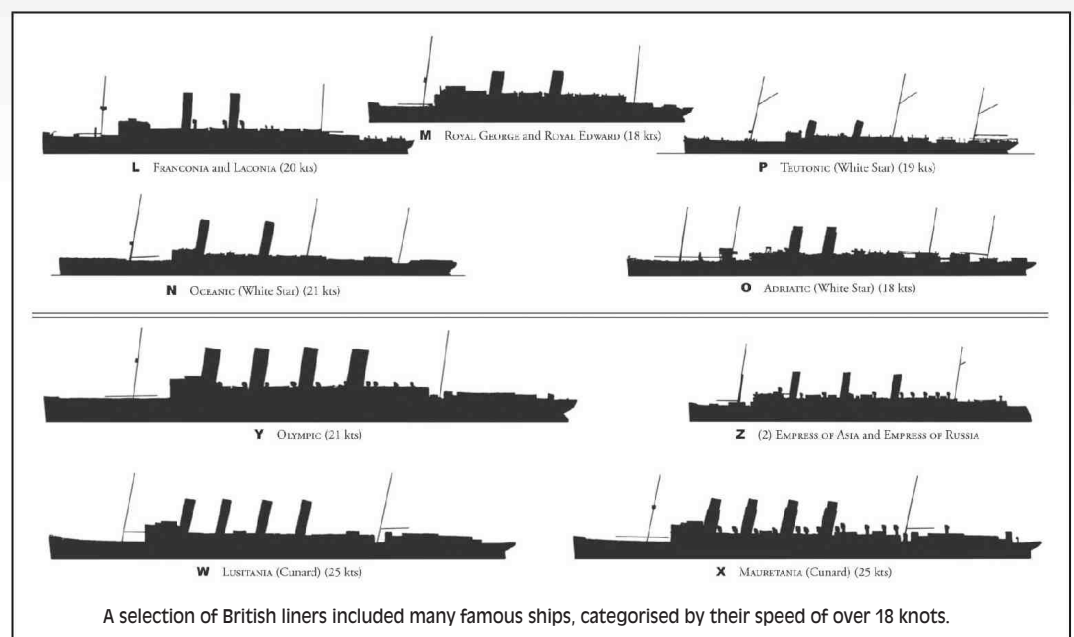
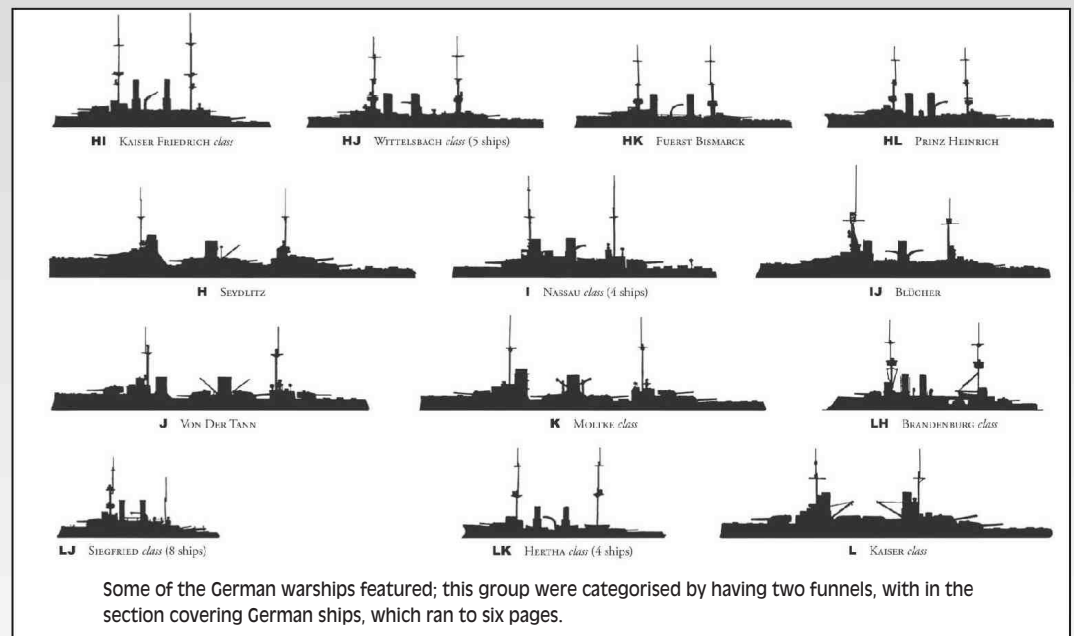
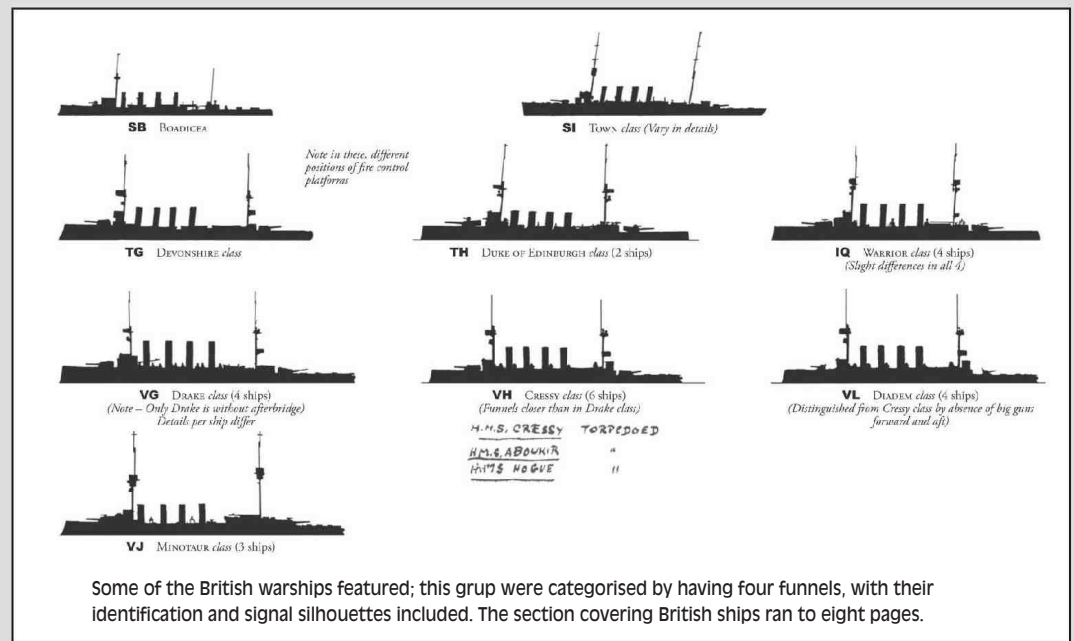
'Warships At A Glance' illustrates the world's warships at the outbreak of World War I, including the battleships HMS *Iron Duke* and SMS *Friedrich der Grosse* of the Kaiser class, the British and German flagships.

There are also silhouettes of the cruisers *Aboukir*, *Cressy* and *Hogue*, in which 13 cadets from BRNC Dartmouth were among the 1,439 lost on 22 September 1914, when the three aging ships were torpedoed by the German submarine U9. The silhouettes also show a number of larger passenger liners of the time, including Cunard's ill-fated *Lusitania*, torpedoed by a German submarine.

Perhaps the oldest ship illustrated is the ancient Spanish ironclad *Numancia*, built in 1863, while the Turkish *Sultan Osman I* was both the newest and the longest battleship in the world in 1914. She was almost ready for delivery from her Tyneside builders by 2 August 1914, but the Turks sided with the Germans and so the British Government commandeered her. She served in the Grand Fleet as HMS *Agincourt*, and the Royal Navy named her seven twin 12-inch gun turrets after days of the week.

Ship recognition was an essential skill for every naval officer in 1914, and a special edition of Jane's pocket-sized silhouette book was produced for the cadets at Royal Naval College Osborne. It was easy to keep ready for instant reference when on watch and an essential aid to memorising the key recognition features of each class of ship. 

• 'Warships at a Glance', edited by Michael Pearce, is published by University of Plymouth Press, 126 pages, ISBN 978-1841023762, priced at £15.99.





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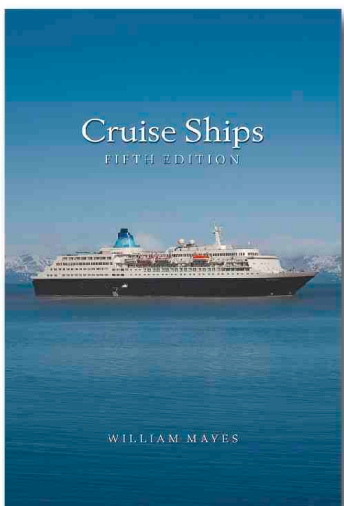
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Whatever happened to...?

Roy Fenton illustrates some further British cargo ships which enjoyed second careers under foreign flags.

Many of the cargo ships which helped make the British fleet so diverse in the post-war years were retired prematurely, made redundant by containerisation or new technology. Most

found homes under foreign flags, their new colour schemes contrasting strongly with their former appearance. This feature looks at eight examples, which had lengthy careers after leaving British ownership. In several cases, sale resulted in an improvement in appearance!

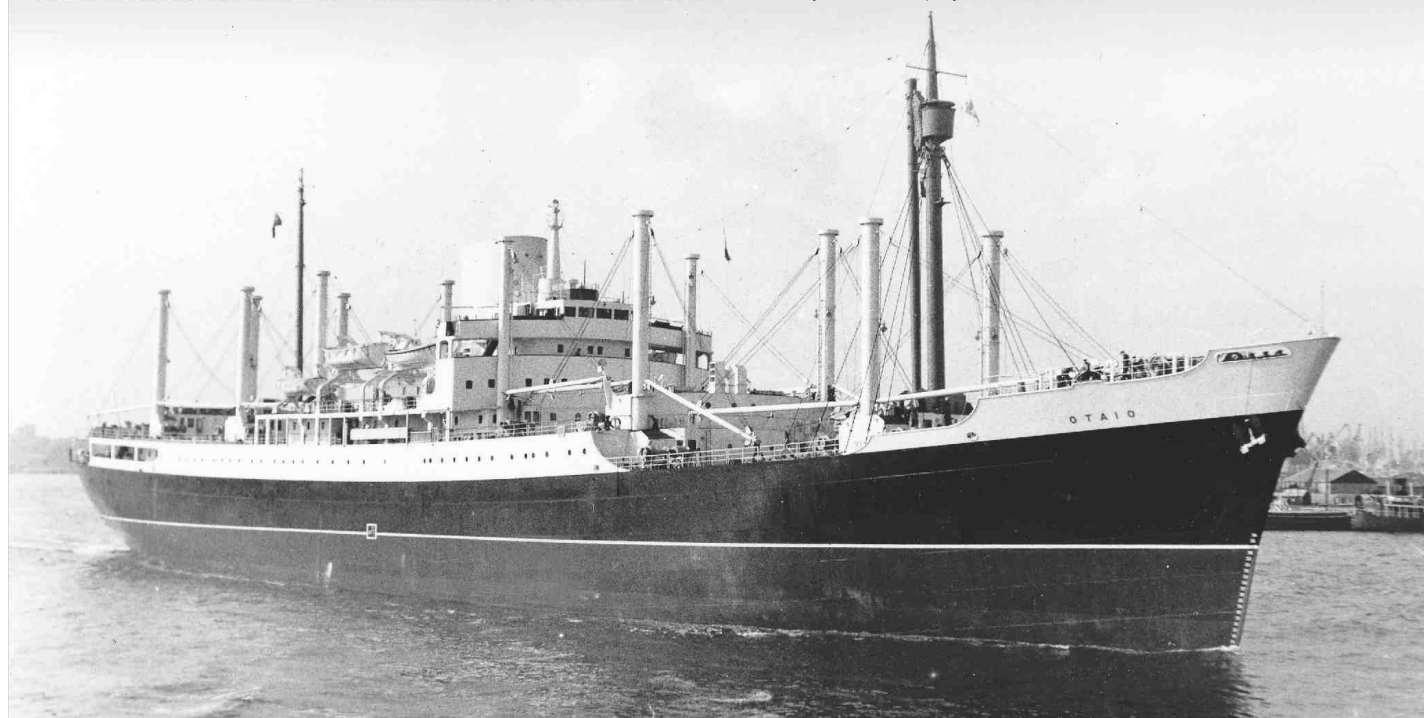
► If anything, the somewhat restrained livery of Bank Line was improved in 1970 when their Cloverbank of 1957 (upper) became the Kota Rakyat (lower) of Pacific International Lines (Private) Ltd, with the upper strake of the hull painted white. Bank Line divided their post-war orders for new ships between Harland and Wolff and Doxford, this neat motor ship coming from the former's Belfast yard. Although by 1970 such conventional cargo ships were becoming less useful to European operators, they could still find employment in liner trades in the Far East, and as Kota Rakyat she gave her Singapore owners 11 years of further service, arriving at Gadani Beach for scrapping at the end of 1981. She was photographed in Singapore in smart condition just nine months prior to demolition. SHIPS IN FOCUS; AUTHOR'S COLLECTION



Several British liner companies operated ships which were essentially floating classrooms, with virtually all the work on board carried out by cadets. The New Zealand Shipping Company and the associated Federal Steam Navigation had a proud tradition in this respect, the last in their line of cadet ships being Otaio (below) built by John Brown, Clydebank in

1958. She is seen in her original New Zealand Shipping colours; she was later given Federal funnel colours, and finally the hideous paint scheme that P&O adopted. Sale to Gulf Shipping Lines in 1976 saw her continue to be employed as a cadet ship, appropriately named Eastern Academy (below). She was broken up in Pakistan during 1982.

E.J. CHARMAN, M.R. DIPPY





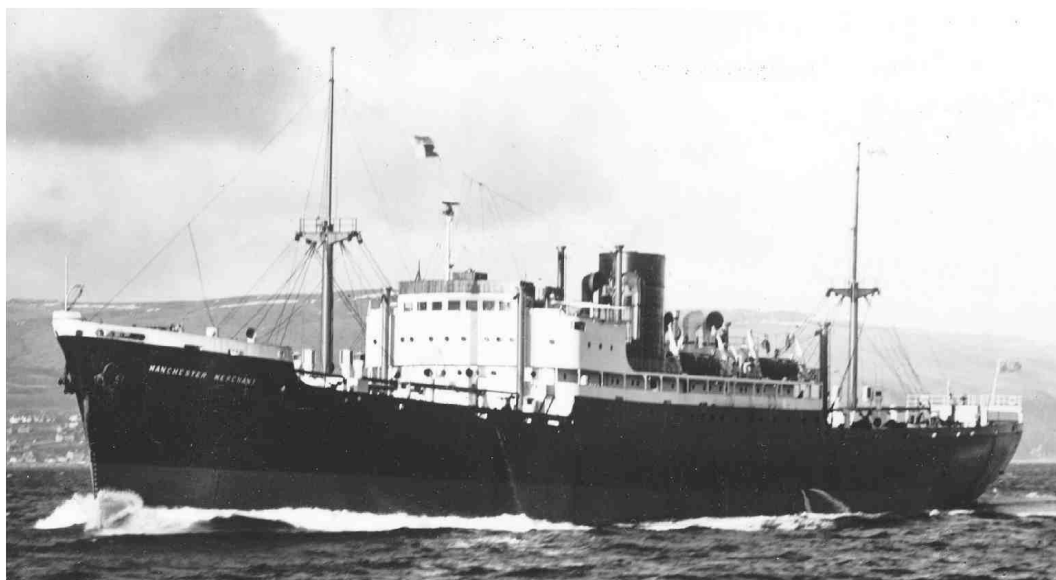
The fine cargo-passenger ship Hubert of 1955 (above) was transferred to the Singapore flag when retired from UK service, but remained part of the same shipping group. Built by Cammell, Laird at Birkenhead for Booth Line's service from Liverpool to Manaus on the Amazon, she was transferred to the parent Blue Star Line in 1964 for charter to another subsidiary, Austasia Line Ltd. As Malaysia (above right) she ran a very popular service between Australia and Singapore, transferring to the Singapore flag in 1970. In 1976, getting old for passenger service, she was still thought suitable for a less demanding clientele, and became Khalij Express (right) to run between Australasia and the Arabian Gulf with sheep. She was broken up in 1984. SHIPS IN FOCUS; AUTHOR'S COLLECTION; M.R. DIPPY



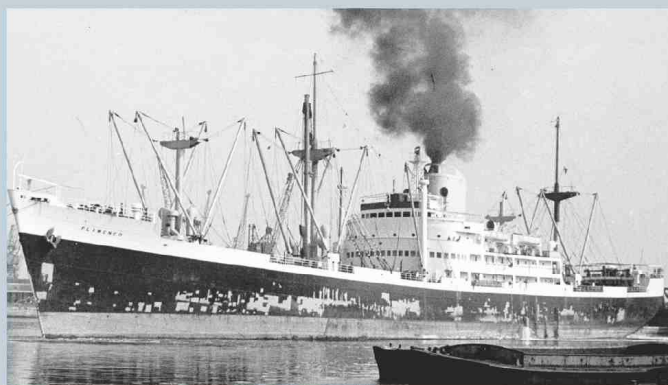
Liverpool's Harrison Line deserted British shipbuilders in the 1960s to order a quintet of motor ships in Sweden, of which Philosopher of 1964 was the third. They were not, perhaps, as elegant as their British-built predecessors, but they lasted well, and all five had extended careers under the Chinese flag after Harrison sold them en bloc in 1977. Philosopher became Yong Chang (right), and is seen at Singapore, having received repairs after being in collision with the South Korean bulk carrier Hae Duck No. 1 in August 1979. Despite this and a number of other collisions, Yong Chang survived until 1990 when broken up at Alang in India. SHIPS IN FOCUS



► A revised paint scheme can easily mask the identity of a familiar ship. The grey hull and what may be a blue basic funnel of Clio (below) might cause hesitation in identifying her as the former Manchester Merchant of 1951 (upper). The company postcard of her almost certainly shows her running trials on the Clyde, from the yard of the Blythswood Shipbuilding Co Ltd, better known for its tankers but which had a good relationship with Manchester Liners. Sale to Clio and renaming came in 1967, but her Liberian owners, and their New York-based masters, got barely five years from her. On 13 February 1972 Clio caught fire in the Indian Ocean while bound for Europe with jute and cattle cake loaded in Chittagong. The crew abandoned her the next day, and she is presumed to have sunk about a week later. AUTHOR'S COLLECTION; WORLD SHIP SOCIETY LTD

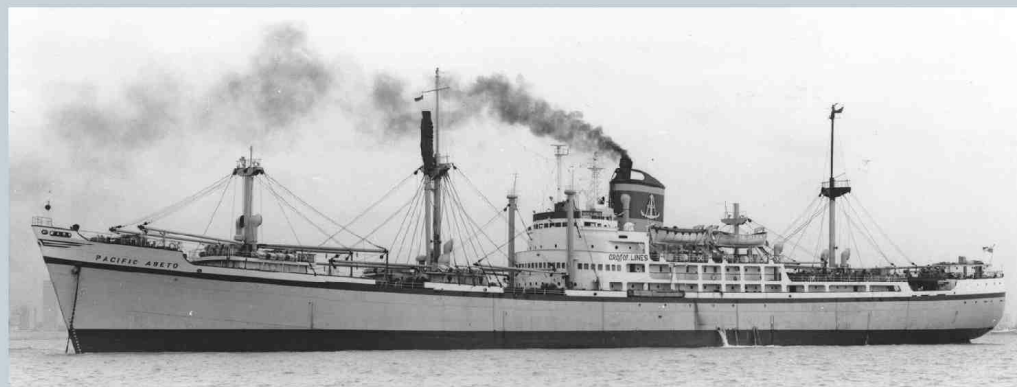


The rather unflattering photo of Flamenco (upper) in need of dry docking is in marked contrast to her superb condition following her sale as Pacific Abeto (below). The 1950-built turbine steamer was part of a batch laid down for Clan Line by their own ship yard, the Greenock Dockyard Co Ltd, and was to be named Clan Stewart, but was sold while building to the Pacific Steam Navigation Company. Passing to Hong Kong owners in 1966 as Pacific Abeto, she had extra accommodation trunked around her fourth hatch, and was used in the pilgrim trade from Indonesia to Saudi Arabia. Latterly with owners in Djakarta, although



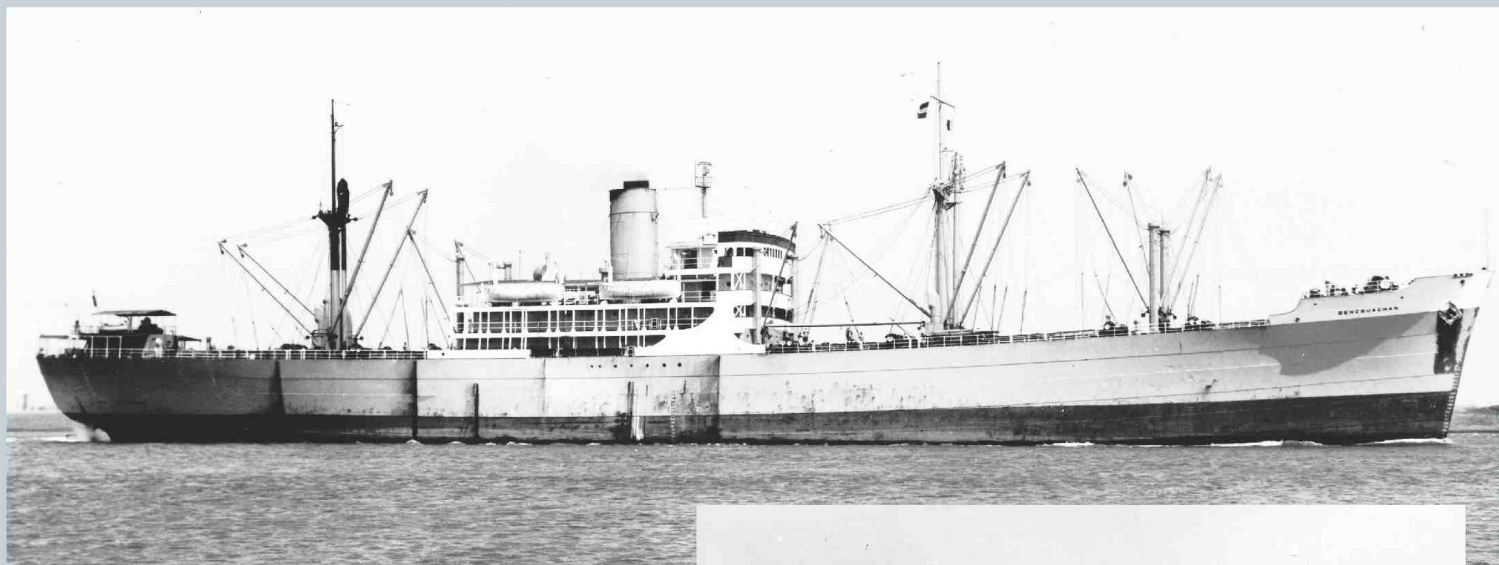
under the Panama flag, Pacific Abeto arrived at Chittagong for demolition

in 1981, her 31st year. CHRIS REYNOLDS; AUTHOR'S COLLECTION

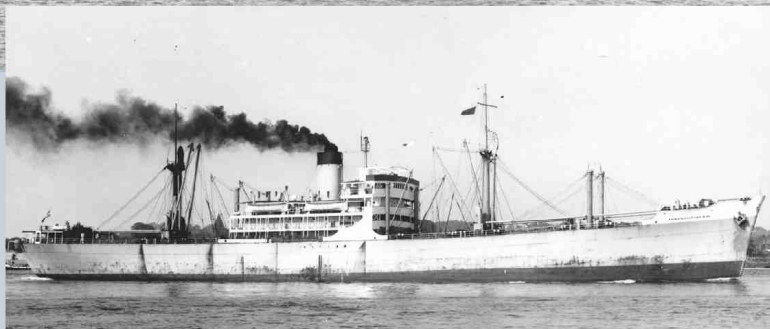




It was not unusual to see ships which in British ownership were regarded as tramps being employed in liner trades once sold. Reynolds (above) was built by William Pickersgill & Sons in 1953 for the Bolton Steam Shipping Co Ltd, London. Somewhat anachronistically, she had a triple-expansion steam engine, although she was fitted with an exhaust turbine. With this machinery, an early sale was not unexpected, and in 1961 she went to the United Oriental Steam Ship Co of Karachi as Imtiazbaksh (left). This company operated a liner service to Europe, and the author photographed the ship leaving Birkenhead Docks on 29 June 1968. She steamed on until 1976, when breakers at Gadani Beach claimed her. J. AND M. CLARKSON; AUTHOR



Bencruachan's simple but dignified livery (above) hardly needed changing when she became Annunciation Day in June 1966, only the funnel top being repainted black. Ben Line had taken delivery of the turbine steamer from J.L. Thompson and Sons Ltd, Sunderland in 1946. Fuel-hungry turbines were not always a recipe for longevity once ships had passed out of cargo liner companies like Ben Line, and Annunciation Day (below) did not have a lengthy active career. Renamed Demis in 1974, she was soon laid up in Piraeus, lingering there until being towed away to be broken up at Split, Yugoslavia in 1979. AUTHOR'S COLLECTION



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LAURO LINES

'King of Naples'

Jim Shaw recollects the shipping empire lost, won and then lost again by Italian shipping entrepreneur Achille Lauro between 1923 and 1983.

Among the large number of Mediterranean-based shipping companies that have vanished over the past several decades is Lauro Lines, or Flotta Lauro, most famous for its flagship, the blue-hulled passenger liner *Achille Lauro*, hijacked by terrorists in 1985 and later lost by fire off the Horn of Africa in 1994.

Founded by Cavaliere del Lavoro Achille Lauro in 1923 around an old American cargo ship purchased at auction, Lauro Lines became a force in the post-war migrant trades when it began to fit a number of its cargo vessels with rudimentary passenger accommodation.

That it had any ships to work

with at all is testimony to the tenacity of Achille Lauro, who lost his entire pre-war fleet of 54 owned or managed vessels during World War II, either to hostilities or government confiscation. By the time Italy signed an armistice in 1943, only five of these ships remained afloat, and all were taken over by the Allies. Lauro himself was imprisoned and spent the rest of the war in concentration camps at Averea and Padula until released on 9 September 1945.

While searching Italian ports for his lost fleet after the war, Lauro purchased a small tug, the 1886-built *Pluto*, and modified it to carry cargo: the rebirth of Flotta Lauro. In the meantime, British authorities agreed to return the 1938-built

tanker *Lavoro*, which had been confiscated, while several Lauro cargo vessels were found partially sunk but salvageable. Among these was the 8,452grt *Ravello*, destined to become Lauro's first post-war migrant carrier. Other ships returned to the Lauro fleet included the 1942-built *Lucrino*, the 1944-built *Iris* and the 1926-built *Giulia*.

Post-war salvage

Once experience was gained in salvaging and repairing his own ships, Achille Lauro examined other wrecks in the Mediterranean in order to further expand his fleet. One that particularly caught his eye was the burnt-out British cargo vessel *Araybank*, which had been bombed at Suda Bay, Crete in 1941 but was later salvaged and towed to Trieste.

Although extensively damaged, the seven-year-old Bank Line ship was purchased, repaired and returned to service as the one-class migrant carrier *Napoli* in 1948. As such, she followed the more spartan *Ravello* into what was rapidly becoming a booming trade, sailing first to Australia and South East Asia, and later to South America and the Caribbean.

By the late 1940s Italian companies were once again being allowed to purchase undamaged war-surplus tonnage, and Achille Lauro journeyed to

America, where five American Liberty ships and two T2-type tankers were purchased. One of the Libertys, the 1943-built *James Screven*, was given minimal passenger accommodation and joined *Ravello* in the South American migrant trade for several years as *Olimpia*.

Lauro also acquired a surplus troop transport, USS *Barnett*, which had been built in 1928 as Grace Line's two-funnelled passenger ship *Santa Maria*. This vessel was extensively rebuilt at Genoa in 1948-49 and emerged as the white-hulled *Surriento* with accommodation for over 1,000 passengers. To meet still-increasing demand, Lauro returned to the United States in 1949 and purchased two war-built auxiliary aircraft carriers, ex-HMS *Atheling* and ex-HMS *Fencer*, both of which had been used by British forces. These were stripped of their flight decks before being sent to Genoa for conversion into the passenger vessels *Roma* and *Sydney* in 1950-51.

Passenger ships

With three large passenger carriers offering service to South America, North America and Australia/New Zealand, the relatively austere *Olimpia*, *Ravello* and *Napoli* were returned to the cargo trades. They joined a fleet of some two dozen other Lauro cargo



ABOVE Completed in 1972, and fitted with substantial cargo-handling gear, the 11,591gt *Gherenuk* was owned by Lauro's associated 'Egeria' SpA di Navigazione and thus carried the letter 'E' on her twin funnels. The vessel became *Ria Mar* in 1981, *Steadfast* in 1982 and *Elisabeth Bakke* in 1983, when new owners *Commercia y Compania SA* chartered the ship to Norway's *Knutsen Lines*. Dismantlement of the vessel took place at Kaohsiung, Taiwan in 1986. TREVOR JONES



vessels, although almost all were either war- or pre-war built. It was not until the early 1960s that a significant amount of newer post-war built tonnage was added to the Lauro fleet, and this was accomplished by acquiring both new and second-hand ships.

Among the former were *Manuela Prima*, *Massimo Prima*, *Polinnia* and *Simonetta*, a series of 17,300grt general cargo vessels built in Italy between 1962 and 1965. The latter included *Pomona* and *Valparaiso*, built in 1956 and 1958 as *Andros Glamour* and *Dorset*, which were used to open up a new service to the Far East in 1966. Two years before, Lauro made his last major investment in the passenger trades by purchasing the two aging Dutch-built liners *Willem Ruys* and *Oranje*, which were extensively rebuilt as *Achille Lauro* and *Angelina Lauro*.

Unfortunately, the Australian migrant trade was now coming to an end, and the South American trade had largely vanished. *Roma* and *Sydney*, displaced

off the Australia route by the larger ships and affected by the closure of the Suez Canal, could find no further employment. *Roma* was scrapped in 1967 after making one final attempt at the Latin American trade, while *Sydney*, renamed after her sister, was sold a year later after failing to gain a foothold in the emerging cruise market.

Although several other operators tried to make a success of *Roma* (ex-*Sydney*), the aging ship was finally sold for scrap in 1974 after brief appearances in the Mediterranean as *Galaxy Queen*, *Lady Dina* and *Caribia 2*. The older *Surriento* had proceeded *Roma* to the scrapyards in 1966 after a highly varied 38-year career topped off with a short-term charter to Zim Lines. The 1970s saw Lauro Lines diversify its activities. Because the Australian migrant trade by sea was largely



ABOVE A very extensive reconstruction of the former Royal Navy escort aircraft carrier HMS Atheling produced the well-proportioned passenger/cargo ship *Roma* for Lauro Lines in 1951. Accommodation was arranged for 92 in First class and 680 in Tourist class, although this was expanded to 119 in First and 994 in Tourist following a major refit in 1960. The 14,687gt ship traded to North and South America, as well as to Australia, before being broken up at Savona, Italy in 1967. DAVID KIRBY



ABOVE Lauro Line's *Sydney* being given assistance by the tug *Willara* in Sydney harbour on Boxing Day 1965. Laid down in 1942 as an American C3 class cargo vessel, and completed as the Royal Navy's escort carrier HMS *Fencer*, *Sydney* was renamed after her sister, *Roma*, in 1966, and converted for cruising in the following year but failed to find a following and was broken up at La Spezia in 1975 after trading for a variety of owners under various names. JOHN MATHIESON



The beautiful *Achille Lauro* was Lauro Lines' most famous ship, and perhaps to some extent its most 'infamous'. TREVOR JONES



ABOVE Seen in the Suez Canal, the 12,379gt *Tigre* was built by Fincantieri's Sestri yard and was one of four Lauro sisterships, the others being *Gazzella*, *Capriolo* and *Cervo*, all fitted with 150-tonne capacity Stuelken masts. *Capriolo* was lost at Khorramshar during the 1980 war between Iraq and Iran, but the others survived into the early 1990s, being broken up at Alang between 1990 and 1992. JIM SHAW



ABOVE With her austere passenger accommodation removed in the early 1950s, the 1940-built *Napoli* (ex-Araybank) continued in the Lauro fleet as a conventional cargo carrier until being broken up at La Spezia in 1971. The former Bank Line ship, completed in 1940, had been bombed out at Crete and towed to Trieste during the war, where Achille Lauro discovered her in 1946 and decided to have her rebuilt in Genoa as an emigrant carrier capable of accommodating 656 passengers, most in large dormitories. J. L. SHAW COLLECTION

finished, the large *Achille Lauro* and *Angelina Lauro* were refitted for the international cruise market.

As one-class cruise ships, they made a much better impression than the failed *Roma* (ex-*Sydney*). At the same time, a series of four 12,700grt combination general cargo/container ships, *Tigre*, *Gazzella*, *Capriolo* and *Cervo*, and four 72,300dwt oil-bulk-ore carriers, *Laura Prima*, *Brasilia*,

Aretusa and *Elios*, were ordered from Italian yards.

A short time later two large tankers, including one of 450,000dwt, and two ro-ro ships were contracted for. These vessels were followed by Lauro's first and only order for a full container ship, the 26,800grt *Ercole Lauro*, named after Achille's son, who was now in charge of the company. However, before this vessel could be delivered in 1980, *Angelina*



Lauro, named after Achille Lauro's wife, was lost through fire in the Caribbean.

Bankruptcy

The loss of *Angelina Lauro*, combined with the high cost of the newbuilding programme, plus the fact that the remainder of the Lauro fleet was poorly equipped to handle containers, put the firm in a difficult financial position. This was underlined by the arrest of a number of Lauro ships, including flagship *Achille Lauro*, in the winter of 1981.

The result was the wholesale selling off of many vessels, including the newly-built *Ercole Lauro*, which went to another Italian shipping concern then on its way up, the Mediterranean Shipping Company, in 1982. On 15 November 1983 Achille Lauro passed away, aged 96, after having watching his shipping empire, twice built up, fall into ruin. His one consolation was the fact that his flagship, *Achille Lauro*, which had been arrested in the Canary Islands, was returned to Italy before his death.

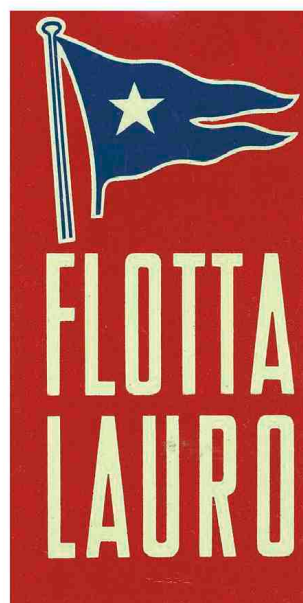
Fortunately, Achille Lauro did not live to see his flagship hijacked two years later, and then lost to fire off the coast of Somalia in 1994. Nor was he present when his company was reorganised as Flotta Lauro Armatore, after the hijacking incident, and placed

under the joint control of Chandris Italia of Naples, Occhetti of Genoa and Ligabue of Venice.

By this time the Lauro cargo fleet, which had once numbered over 50 ships, had been whittled down to a mere half dozen, and these were gone by the time the Mediterranean Shipping Co moved in to acquire the remains of Flotta Lauro in 1987 and recast the company as StarLauro.

After the 23,629grt *Achille Lauro* was lost, the Lauro name, along with the familiar white star and blue funnel, was eventually dropped, and the enterprise became known as Mediterranean Shipping Cruises. Today, there is little to show of the fleet that once made Cavaliere del Lavoro Achille Lauro the 'King of Naples'. **SM**

BELOW A ship destined for a tragic end, *Oceanus* seen in Italian waters while on charter to Lauro Lines in 1980 from Epirotiki Lines of Greece following the loss of *Angelina Lauro* the year before. Built in 1952 as *Jean Laborde*, the ship had come under Greek ownership in 1971 and traded for several operators before being acquired by Pontos Nav SA in 1976 for operation by Epirotiki. In 1991 the vessel was lost in heavy weather off South Africa, fortunately with all 571 people on board being safely evacuated. **JIM SHAW**



LAURO ARTWORK

UPPER LEFT Flotta Lauro tag with Lauro flag.

ABOVE poster featuring routes to South America & Australia.

BELOW Early Flotta Lauro postcard featuring Roma and Sydney.

LEFT Early Flotta Lauro Baggage tag with Lauro flag.

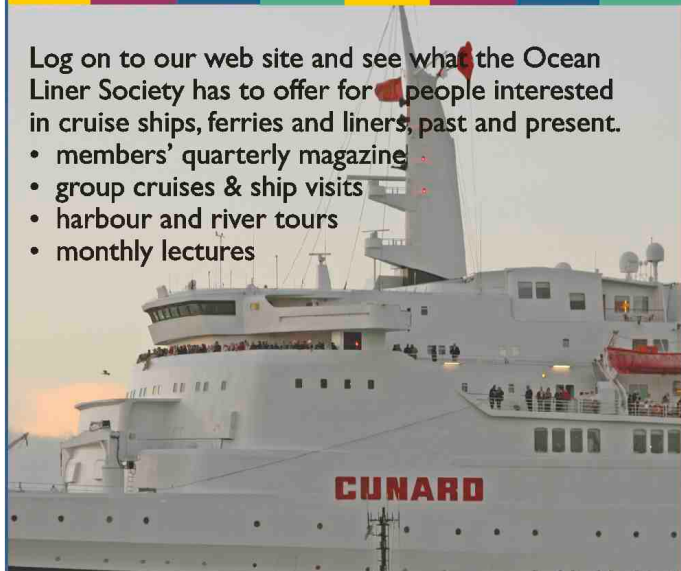


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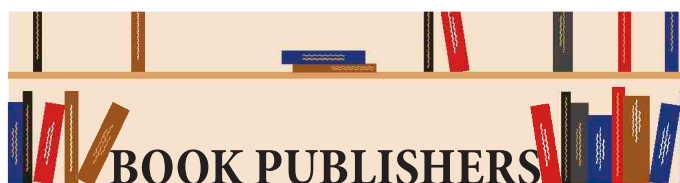
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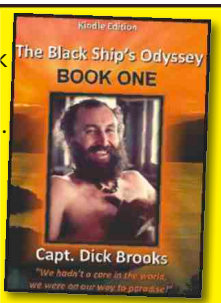
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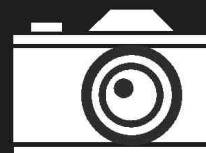
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▲ The 199.9m vehicle carrier Glovis Superior (64,650gt) arriving at Southampton from Las Palmas on 6 February. She departed on the same day bound for Emden. The 2013-built vessel is flagged in the Marshall Islands and operated by Hyundai Glovis. CHRIS BROOKS



▲ The Cayman-flagged bulk carrier Four Turandot (23,456gt/34,280dwt) leaving the port of Malaga on 21 February. The 2012-built 180m ship is owned and operated by Four Handy Ltd. FRANS TRUYENS

▼ Cal Mac's 1995-built ferry Isle of Lewis leaving Stornoway for Ullapool in adverse weather, October 2014, taken from Arnish Point lighthouse, at the entrance to Stornoway harbour. MARK NICOLSON



▼ Grimaldi's cargo vessel Grande Gabon (2011/47,658gt) outbound from Hamburg, seen from the roof of the Docklands building. LUCAS BLASZCZAK





▲ The 2000-built ferry Stena Nordica (24,206gt, ex-European Ambassador) approaching Dublin on 23 February during her final few days on the Holyhead-Dublin route. GORDON HISLIP



▲ The Dutch offshore patrol vessel HNLMS Friesland (P842), launched in November 2010 and commissioned in January 2013, paid a courtesy visit to Tyneside, and is pictured arriving on 27 February. She is one of four ocean-going patrol vessels in service with the Royal Netherlands Navy. DAVID FRASER



Maritime Mosaic

A collection of readers' own photographs

Dover is Europe's busiest ferry port, handling millions of passengers, cars and freight vehicles each year, giving it the title 'Gateway to Europe', and over the years many different ferries have been operated by various companies sailing to Calais and Dunkirk. Kevin Mitchell presents a selection of photographs taken at both Dover and Calais, as well as in the Channel, of some of these ships.



ABOVE Norman Spirit was probably the cross-Channel ferry with one of the most varied careers, having been built as Prins Filip (1991/28,838gt) for RMT's Dover-Ostend route. She has since carried eight different names for various companies, including two spells as Norman Spirit. Pictured operating for LD Lines, she approaches Calais on 29 March 2012. Since 2013 she has sailed as Calais Seaways for DFDS Seaways.

LEFT Calais pier is an ideal from which spot to watch the ferries, although perhaps not when local anglers are out in force! SeaFrance Renaissance (1981/15,613gt) is seen passing the pier head at the end of a crossing from Dover on 11 April 2008. French-built as Côte d'Azur for the joint SNCF/Sealink operation, she entered service for SeaFrance in 1996. This attractive ship was broken up at Alang towards the end of 2011.



ABOVE Ordered by Townsend Thoresen, Pride of Calais (1987/26,433gt) was the first vessel to appear in the livery of new owners P&O European Ferries and was a stalwart of the Dover-Calais route for 25 years. Seen off Calais in April 2008, she enjoyed a brief spell as Ostend Spirit for Transeuropa Ferries before being spectacularly beached at a Turkish breakers yard on 13 November 2013.

RIGHT Maersk Dover (2006/35,923gt) alongside at her namesake port on 11 April 2008. She is one of three sisterships ordered from South Korea's Samsung Heavy Industries for Norfolkline's Dunkerque service. She was renamed Dover Seaways following the route's takeover by DFDS Seaways in 2010.



BELOW SeaFrance Nord Pas-de-Calais (1987/7,264gt) sails past the famous white cliffs of Dover on 11 April 2008. She was built for French state-owned SNCF as a lorry and train ferry, and in 1996 ownership passed to SeaFrance, then in 2012 to Eurotunnel's shipping arm MyFerryLink, when she reverted to Nord Pas-de-Calais.



PIRACY

IN THE 21ST CENTURY

The issue of piracy in the Indian Ocean continues to challenge shipping companies and navies alike. Nicholas Leach looks at the scale of the problem and the measures being taken to combat it.



ABOVE Royal Marines based on RFA Fort Victoria capture a pirate skiff in early 2012 during a concerted sweep by the Royal Navy to tackle piracy.

ROYAL NAVY



LEFT Members of a visit, board, search and seizure team from the guided-missile cruiser USS Gettysburg (CG 64) and USCG Tactical Law Enforcement Team South, Detachment 409, capture suspected pirates after responding to a merchant vessel distress signal while operating in the Combined Maritime Forces area of responsibility as part of Combined Task Force 151, a multinational task force established to conduct counter-piracy operations.

EPA/MC1 ERIC L. BEAUREGARD



ABOVE HMS Montrose pictured disrupting pirate activity off Somalia in 2014.



ABOVE A French Navy rigid-inflatable boat escorting a captured pirate skiff off the coast of Somalia.

Occasionally the national media report a pirate attack on a cargo vessel in the Indian ocean, but, despite piracy continuing to cause concern for shipping companies and trading nations, the issue rarely merits a mention in the news headlines. The Hollywood film ‘Captain Phillips’, starring Tom Hanks, graphically and dramatically highlighted the issue, telling the true story of a pirate attack on a container ship. But how many viewers of the film were aware of the scale of the problem?

Piracy is an age-old threat to seafarers, ships and cargoes. From the Roman era through

to the classic Golden Age of Caribbean piracy, stealing from ships has long been attractive. And today such crime remains enticing, as shipping has found itself in the grip of something like a modern piracy epidemic. But maritime crime today is different from the stereotypical image of a pirate – now fast boats are used, the pirates are often ruthless, and usually well organised, and the threat of violence is a real one.

The three main piracy hot-spots are Somalia-Gulf of Aden, South-East Asia and Nigeria, and several different types of piracy and armed robbery against ships can be identified, varying according to region. Off the Horn of Africa,

the attackers are often well organised and hijack ships and crews for ransom. The ransom paid is typically between US\$4 to US\$12 million per incident, and the total paid in ransom to pirates in 2011 was \$135 million. Cash and valuables are often taken from a master’s safe, but all kinds of ship’s stores have also been removed by the pirates. In some cases whole ships have been stolen, their cargo taken and their crew murdered and the ship subsequently sold.

Piracy hotspot

Since 2005 the most high-profile piracy hotspot was off Somalia. The data and reporting agency, the International Maritime Bureau (IMB), stated that attacks on ships with controlling interests in the US and European Union have accounted for around 37 per cent of attacks over the past two years. In October 2014 it was reported that there were 23 vessels and 439 people being kept hostage on Somali territory and off the coast itself. And unless a shipping company is willing to pay \$5 million in ransom per ship, that is where they will stay.

The root cause of modern piracy is poverty, and the realisation that huge rewards can be gained from capturing a ship. With the economic situation in Somalia and its neighbouring countries remaining very bad, local seafarers, often fishermen, realise the ease with which vessels can be captured, especially those without on-board security and where there are no naval escorts. Initially the pirates hijacked ships and took them close to the Somali coast while demanding a ransom.

Groups of young men in small fast skiffs, carrying old Russian AK47s and rocket propelled grenades, would pursue vessels and clamber onboard. They would then take over the vessel and begin the waiting game. Eventually the ransoms got paid, so their area of operation was expanded out into the Indian Ocean.

For a number of years it was clear that shipowners and insurance companies would pay the ransom, and that patrolling navies would rarely use force to recover a ship that has been hijacked due to the risk of casualties among hostages and among the warship’s crew.



ABOVE A merchant vessel typical of those sailing with private security guards on board, with rolls of barbed wire surrounding the deck.



ABOVE Razor wire is used as part of a defence system against pirate attack.

Since January 2008 almost 3,000 seafarers from a range of nationalities have been held hostage by Somali pirates. Initially the pirates have treated the hostages well, but as time progressed and as the pressures to produce ransoms increased, so did the violence, torture and brutality used to extort money. The crew of the vessel *Iceberg*

I was held for over three years in appalling conditions. Some of the crew were tortured or suffered horrendously – as did their families, suffering the anguish of never knowing if their loved ones would return.

The situation is different off Nigeria, where attacks are usually made on vessels, particularly ones associated

with the offshore oil and gas industry, in coastal waters and rivers. There are two forms of piracy here: the first sees frequent loss of life as heavily-armed pirates attack ships and kidnap crew members and other personnel for ransom. The second sees tankers hijacked for a short time while the cargo is stolen.

In South-East Asia the risk is different again, and mainly consists of opportunistic petty theft from ships at anchor or in port. A second type of piracy in the region occurs when ships are under way in confined waters, such as the Malacca and Singapore Straits and the Indonesian and Philippine archipelagos. The pirates board vessels to steal cash and valuables. Although the pirates are armed, violence is not normally used unless resistance is offered. In the past there was also a trend of stealing vessels in order to rename them and use them to trade. However, this 'phantom vessel' piracy seems to have dropped away as satellite communications and monitoring have increased.

Piracy in the Gulf of Aden causes shipping costs to increase as companies are having to choose between higher insurance costs or taking longer routes. Premiums have risen considerably for

those ships being taken near the Gulf of Aden, but avoiding the Gulf by navigating around South Africa adds thousands of miles and millions of dollars in fuel costs.

Measures to combat the problem include the deployment of multi-national naval task forces to the area, while shipping companies are having to employ maritime security companies to put armed guards on the vessels. While this means they do not have to avoid pirate-infested waters, it seems something of an extreme measure.

Naval Task Force

The Combined Task Force 151, which was operating in the area in 2013, consisted of half a dozen ships from different nations whose sole aim was to deter, disrupt and, if necessary, hunt down modern day pirates. The British-led staff joined support ship RFA *Fort Victoria*, which served as the command ship for the duration of the Royal Navy's tenure of command. Cdr Jeremy Blunden, former commanding officer of HMS *Newcastle* and *Bulwark*, took charge of the force, which included ships from Australia, USA, South Korea, Turkey and Pakistan, as well as *Fort Victoria*.

CTF 151 was one of three



ABOVE The cargo vessel *Dream H* heads through the Gulf of Aden, pictured from the Swedish warship HMS *Carlskrona* which was providing an escort.



task forces operating under the 29-nation Combined Maritime Force, which was dedicated to safeguarding the waters east of Suez (CTF 150 tackles terrorism and smuggling in the Indian Ocean, 152 deals with securing the Gulf). As well as Royal Navy personnel being involved, there are also personnel from the USA, France, Denmark, Chile, Brazil and Saudi Arabia.

Combating piracy affects more than just the people on board a ship, and in September 2013 the Nautical Institute's Maritime Security published its handbook 'Coping with piracy'. This focussed on the people who have to cope with piracy – seafarers, shore-based staff and those working in the maritime security industry. It gives practical guidance on preparation and training before entering a high risk area, self-protection measures while within it and survival strategies if taken hostage. The Institute has described piracy as a 'major disincentive' to seafarers remaining in the profession.

There are cost implications to consider when tackling piracy, and these are also in the minds of nations whose navies are committed to tackling the threats. An estimate produced by the One Earth Foundation,



ABOVE Using a rigid-inflatable, Canadian soldiers capture pirates off Somalia.

in its Oceans Beyond Piracy study, stated that the overall cost of paying ransoms and insurance premiums, costs of re-routing ships, purchasing security equipment and providing naval forces totals US\$7-12 billion annually.

During 2014 the US Coast Guard developed further strategies for dealing with pirate attacks. Since crews of merchant ships are not allowed to arm themselves, other than with fire hoses, the USCG and the Department of Homeland Security required ship owners to implement

vessel security plans. These involved doors and hatches on vessels being able to be secured from the outside, yet also allow for crew members on the inside to be able to escape in case of fire or emergency. The standard procedure is that these doors are kept locked at all times when crew members are not working on deck.

Security at sea is improving and piracy in the region around Somalia has declined considerably, although it has not been completely eradicated: in 2014 pirate attacks on commercial ships were repelled with increasing frequency. The EU-led Operation Atalanta helped, as it provided military protection in the Gulf of Aden.

Since 1 February 2009 commercial ships have been able to use a Transit Corridor established in the Gulf. International naval ships provide an escort for container vessels or gas tankers through this corridor, while passenger vessels rarely venture there. The Operation has helped to ensure secure passage of civilian ships along the trade routes, preventing hijacking and enforcing international law. The security measures taken by shipping companies have also helped fend off pirates.

Another initiative to combat the growing threat of piracy off the West Coast of Africa was launched in Nigeria in December 2014. A Secure Anchorage Area (SAA) off the coast of Lagos has been

established to protect vessels in the region and surrounding High Risk Areas (HRA).

The SAA is a collaboration between the Nigerian Navy and operators Ocean Marine Security Limited, the largest maritime security company in West Africa, alongside UK-based maritime security specialists, PGS Group. It is located about ten nautical miles south-west of the entrance to Lagos Port Channel and provides protection for vessels, otherwise vulnerable to attack, waiting to berth or offshore.

These measures are having an impact as, in 2012, the number of attacks and successful hijacks fell, and it seems as if piracy might be on the wane: there were over 170 attacks in 2010 and 2011, but less than 40 in 2012 and only a handful in 2013, as a result of the military effort and improved ship security guidelines.

It is unlikely that maritime crime will ever be defeated completely but some of the measures outlined above are helping. The root causes of piracy remain in countries such as Somalia and Nigeria, where poverty and hunger continue, but there is some hope that internal reforms could deliver a political structure which can start to address some of the problems in these countries. In the meantime, transit corridors, naval patrols and private security firms will no doubt continue the fight against piracy round the world. **SMI**

The Greek-owned and -operated VLCC Irene SL was pirated by Somali pirates on 9 February 2011 approximately 350 miles south-east of Muscat, Oman in the Arabian Sea. Built in 2004, the 330m Irene SL (161,175gt/319,247dwt) was en route from Fujairah to the United States with two million

barrels of crude oil with an estimated value of \$200 million when she was captured. The ship was captured one day after the pirates took control of another tanker, Savina Caylyn. Other VLCCs that have been ransomed by pirates include Sirius Star, Maran Centaurus and Samho Dream.





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Letter of the month

Cruise changes

With reference to I. B. Cook's letter (SM, April) about P&O's funnel colours, these are cosmetic changes to the livery which P&O seems to deem necessary in order to compete with RCI/NCL/MS. I do not really believe they know who their traditional market is, as they try to be all things to all people.

Since the acquisition of P&O Cruises by Carnival, every penny seems to be counted and there have been numerous other changes, mainly for the worse. There is no longer complimentary ice cream given out on deck during a cruise – you now have to buy it. There is no mid-morning complimentary tea or coffee available in the lounge. You have to go to Costa on board. There are no



P&O Cruises must be doing something right?

longer any port lecturers. A junior member from the tours desk will give a port talk, often badly, from a prepared script, with the main objective being to sell the tours.

There are no longer any British newspapers brought on board at foreign ports for the library. If you want a fillet steak more than once during a cruise, you have to pay a supplement and go to one of the so-called speciality restaurants

on board. Last year silver service in the dining room ceased, so there is now effectively a form of portion control.

You might have thought that all these changes would have alienated some, but people, including myself, keep going back, so they must still be doing something right!

Arthur W. Sales
Bishopston, Renfrewshire

From the takeover of Cunard, by Trafalgar house, in 1971 all seagoing personnel were informed by the head office that they were now to be considered Cunard personnel and could be asked to go to any part of the Cunard group, including Cunard Cargo, Brocklebanks, Port Line, ACT, Moss Tankers or Cunard Bulkers.

The Port Line fleet contained the two largest conventional refrigerated ships ever built – Port Chalmers and Port Caroline – both dating from 1968, many years before the acquisition of the Maritime Fruit Carriers.

Alastair Helme
Houston, Texas, USA

Alaskan highway

I should just like to thank you for the fascinating article and photographs of some of the ships operating the Alaska Marine Highway service (SM, April). Columbia, in particular, looks a real classic vessel and it is good to learn of her recent upgrade.

Peter Mackenzie
Salisbury, Wilts

Queen Elizabeth facts

I read with interest the article on Queen Elizabeth (SM, April) but the ship's call sign is GBBT – the official number is quite different. Regarding machinery, the output from the diesel alternators is given as 64,000kw, but the azipods are rated at 17.6kw, which is hardly enough to boil several kettles. The little box top left on page 36 says she has 1,007 passenger cabins but in the text it says 1,046. Which is right?

Mike Godfrey, Master Mariner
Milburn, Cumbria

NOTE The small photographs taken on board Queen Elizabeth across pages 32-33 of the April issue should have been credited to Chris Frame, the author of the article.

Mystery still a mystery?

My father, now 91, would like to query January's mystery ship, identified as the dredger St Giles. He worked as an engineer on tugs in Rosyth Dockyard before the war and is sure the vessel in question is another dredger, either Corrygower or Corriegower.

The vessel in the picture has a 'Woodbine' funnel, common on coal burners, but St Giles was oil-fired, and the arrangement at her stern was

significantly different to that pictured. St Giles had accommodation built above and around the stern, which the vessel pictured does not have. I have not been able to find an image of Corrygower, so cannot confirm this.

I started an engineering apprenticeship in Rosyth in 1965 and remember St Giles, although I have no recollection of Corrygower. Knowing my father's good memory, I would not bet against his identification. But perhaps another reader could trace Corrygower and shed light on this?

James Taylor
North Queensferry

Cunard at 175

The Cunard at 175 article, while very interesting, does have some omissions as to the extent of the Cunard fleet. There is no mention of Port Line, which was a wholly-owned Cunard company. The first container ship in the Cunard fleet was not Atlantic Causeway but ACT1 or ACT2, which were part of Associated Container Transportation and were cellular container ships. ACT 1 was the first of the ACT consortium ships and was manned by Blue Star personnel; ACT 2 was Port Line-manned and therefore very much a Cunard ship.

There is also no mention of Offshore Marine, a wholly-owned Cunard company, which had a fleet of anchor handlers and supply vessels which worked mainly the North Sea oil fields, but also in other areas.

On board Coronía in Gibraltar



I recently came across several photos of myself on board the excursion vessel Coronía, taken by a friend when I was on holiday at Gibraltar in 1989, when I spent half a day on this little ship. If I am not mistaken, she even had a plaque on board that recalled her part in the Dunkirk evacuation.

A couple of years ago the ship was mentioned in Ship Monthly, but I have been unable to trace her. Can anybody tell me what happened to this ship, and if it is possible to publish a good photo of her. Any answers welcome!

Gaetano Spiteri
Malta

Rescue Congress

The World Maritime Rescue Congress takes place in Bremerhaven 1-4 June 2015. With over 60 presenters and 16 workshops over three days, it covers everything from funding and fundraising for SAR to the expanding use of drones and the challenges of rescuing migrants. IMRF Rescue Boat Guidelines and the Mass Rescue Operations resource library are going to be launched during the Congress, which will also include a parade of boats at Bremerhaven harbour featuring the old and new rescue boats. There is an International SAR Exhibition and networking evenings. See www.international-maritime-rescue.org.

Congress and was to be a command centre for natural disasters for the state of Alaska. I was also told by some on the Alaska Marine Highway that it is state law to name the ferries after glaciers. Also worth noting is that the staterooms are not like those on cruise ships, but in fact have bunk beds.

Robert Etchell
Vancouver Canada

HMS Andes

I was very interested to read Peter Somerville's comments about the mystery ship HMS Andes (SM, April). My partner, Nicola Christie (née Ewen) is descended from one of that ship's officers, Engineer Lt Arthur C Clark RNR, who was her grandfather, and we have a ship's crest or badge that he made from wood and brass, as well as a miniature painting of Andes firing her port broadside of six-inch guns.

We also have a copy of a poster by Shoesmith, who did many posters of Andes in her later career as RMSP Atlantis. HMS Andes saw action on 29 February 1916, when sistership HMS Alcantara (Captain Wardle, RN) was fired on by German raider SMS Greiff off Norway. HMS Andes, coming to Alcantara's aid, engaged the German vessel from three miles away, but sadly not before Greiff had inflicted severe damage to Alcantara, which sank with many casualties. After the war HMS Andes went to Russia to assist in the repatriation of RN personnel.

After her metamorphosis into RMSP Atlantis, the RN gave the name HMS Andes to another vessel, which makes life difficult for researchers!

Roger Mills, Tewkesbury

ships library

book of the month

Blue Star Line A Fleet History Tony Atkinson

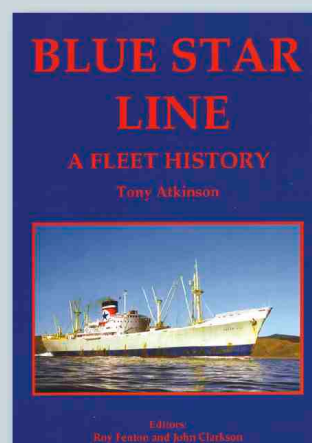
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Blue Star Line was one of the most prominent British shipping companies of the 20th century. Not only did it operate some of the world's finest cargo liners but it also had, arguably, the most distinctive funnel colours ever seen. This magnificent book contains, in

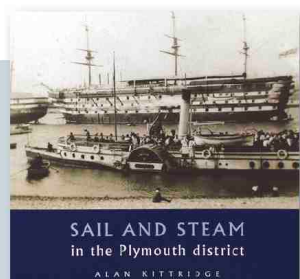
great detail, the histories of the individual ships from Brodmore in 1909 to the final ships of Star Reefers in 2001. The variety of the hundreds of photographs, many in colour, is impressive and includes rare wartime images.

The main book is by Tony Atkinson, and there are also contributions from Captain A. W. 'Sandy' Kinghorn about his career with Blue Star and from Malcolm Cooper on the prominent role of the company's ships during the Malta convoys in World War II.

However, it is the story of the company by Andrew Bell and the involvement of the Vestey family which is most interesting. The Vestey's made a fortune from the transportation of meat from their own cold stores and processing plants abroad to Britain



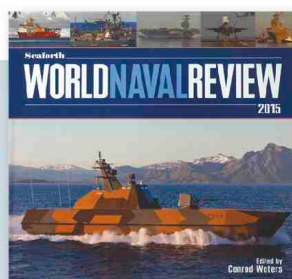
and their Dewhurst butchers shops. The meat was carried on Blue Star ships and the family involvement in the operation resulted in some very advanced ships, including the rakish-looking motorship Imperial Star of 1934 and the two funnelled A class passenger-cargo ships of the 1920s. For anyone interested in British shipping this excellent book is an essential purchase and is highly recommended. PN



Sail and Steam in the Plymouth district Alan Kittridge

This 156-page square format book looks at various ships, ports and harbours in the Plymouth district using a series of interesting and unusual old photos. The extensive system of navigable rivers within the Plymouth area and the nearby estuaries and bays of Devon's South Hams and east Cornwall are home to a varied local maritime history. The images presented here, taken during the 19th and 20th centuries, present a fascinating glimpse into the past by showing a wide variety of craft from liners to small ferries crossing the area's various estuaries. NL

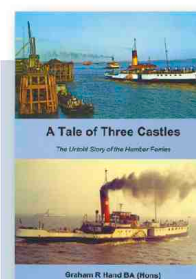
• Published by Twelveheads Press, 2 Woodside Cottages, Chacewater, Truro TR4 8LP; enquiries@twelveheads.com, 156 pages, price £16.50.



World Naval Review 2015 Conrad Waters

Now in its seventh year, Seaforth's annual World Naval Review has established an international reputation as an authoritative summary of all that has happened in the naval world in the previous 12 months. Profusely illustrated, it combines regional surveys with one-off major articles on noteworthy new ships and other developments. Besides the latest warships, it also looks at wider issues of importance to navies, such as aviation and electronics, and the authors, from around the world, are all experts in their field able to give a balanced picture of the latest naval developments. GG

• Published by Seaforth Publishing, 47 Church Street, Barnsley S70 2AS; tel 01226 734555, info@seaforthpublishing.com, 192 pages, price £30.



A Tale of Three Castles The untold story of the Humber Ferries Graham R. Hand

This 80-page A5 book tells the story of the Humber ferries Lincoln Castle, Wingfield Castle and Tattershall Castle. After a brief historical introduction to the Humber Ferry services looking at the historic river crossing, the book focusses on the GCR, LNER and BR (Sealink) paddler steamer ferries which served the Humber before the bridge was built. Chapters cover their service lives and subsequent preservation and static use. An overview of the attempt to save Lincoln Castle in 2009-10 is included, together with appendices, making this an interesting history. GG

• Available from Graham Hand, 55 Conrad Drive, Maltby, Rotherham, Yorkshire S66 8RS, graham.hand@hotmail.co.uk, price £9 plus £2 postage.

ships event

Lusitania Centenary Conference

Over a year ago the Clydeside Lusitania Commemoration Group was formed with the objective of staging an event to commemorate the centenary of the loss of the Cunarder RMS Lusitania off the Old Head of Kinsale on 7 May 1915.

As the exact centenary date will be taken up with the UK General Election, the event will take the form of a full-day Conference to be held on Wednesday 13 May 2015 at the Clydebank Town Hall and Museum, located 200m from the John Brown shipyard, where Lusitania was built.

The Conference, more in the nature of a semi-technical symposium in describing the construction, technical features, in-

service operation and ultimate loss of the vessel, will be presented by a number of Scottish-based authors and speakers, all of whom have specialisations in maritime matters, related history and heritage.

The Conference is being generously supported by a number of UK-based professional engineering and shipbuilding, nautical research and other related Trusts, Institutes, Societies and focus groups, with the full co-operation of the West Dunbartonshire Council. Attendance to the Conference is by invitation. Full details are available via the Group's website: lusitania2015.wordpress.com.

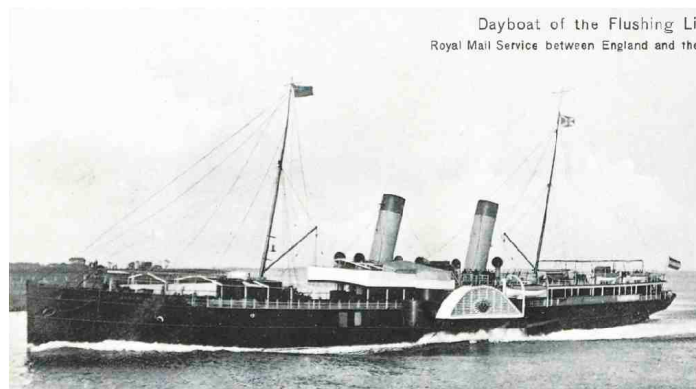
Alan Blackwood

mystery ship

This month's mystery ship is a paddler described as 'Dayboat of the Flushing Line'. So can anyone name the ship, and say which route she operated? Can you provide further details of when and where she was built, and

which company operated her?

• Send answers, including a postal address, by email to sm.ed@kelsey.co.uk, or by post to Mystery Ship, Ships Monthly, Kelsey Publishing, Cudham Tithe Barn, Berrys Hill, Cudham, Kent TN16 3AG. Emails preferred.



June ports of call

Date	Arr/dep	Ship	From/to	Flag Operator	GT
SOUTHAMPTON					
1	0530/1630	Anthem of the Seas	Atlantic Isles/Atlantic Isles	BE RCI	167,800
1		Azura	Zeebrugge/Atlantic Isles & Coast	BA P&O	115,055
2	0500/1700	Royal Princess	Fort Lauderdale/round UK	BA P&O	142,714
2	0700/1900	AIDAbella	Hamburg/Amsterdam	IT Aida Cruises	69,203
3		Aurora	Adriatic/St Peter Port-Zeebrugge	BA P&O	76,152
3	0600/1630	Explorer of the Seas	Norwegian Fjords/W Mediterranean	BA RCI	137,276
3	0800/1700	Marina	Montreal-Dublin/Baltic via Oslo	MI Oceana C	65,999
5		Adonia	Norwegian Fjords/Cobh-Scilly Isles	BA P&O	30,277
6		Oriana	Atlantic Coast/Adriatic	BA P&O	69,840
6		Seven Seas Voyager	Lisbon-Bilbao/Amsterdam-Baltic	BE Regent C	42,363
7		Aurora	Zeebrugge/Norwegian Fjords	BA P&O	76,152
7	0800/1800	Nautica	Lisbon/round UK	MI Oceana C	30,277
9	0630/1630	Balmoral	West Coast UK/Oslo-Helsingborg	BE Fred. Olsen	43,537
9	0700/1900	AIDAbella	Le Havre/Hamburg	IT Aida Cruises	69,203
10		Queen Mary 2	New York (lv)/Hamburg	BA Cunard	151,500
11		Ventura	W Mediterranean/Atlantic Isles & C	BA P&O	116,071
11	x /1800	Azamara Quest	x /Amsterdam-Baltic	M Azamara C	30,277
12		Adonia	Cobh-Honfleur/Round Ireland	BA P&O	30,277
13		Britannia	Baltic via North S/W Mediterranean	BA P&O	147,730
13		Azura	Atlantic Isles & Coast/Norwegian Fj	BA P&O	115,055
13		Queen Elizabeth	Adriatic/St Peter Port	BA Cunard	90,400
13	0700/1600	Caribbean Princess	W Mediterranean/Norwegian Fjords	BA P&O	112,894
13	0530/1630	Anthem of the Seas	Atlantic Isles/Vigo-Bilbao	BE R.C.I	167,800
14		Aurora	Norwegian Fjords/Adriatic	BA P&O	76,152
14	0500/1600	Royal Princess	Round UK/Baltic via North Sea	BA P&O	142,714
14	0700/1630	Celebrity Eclipse	Baltic via Nth Sea/Baltic via North Sea	M Celebrity C	121,878
14		Queen Mary 2	Hamburg/New York (lv)	BA Cunard	151,500
16		Arcadia	Adriatic/Amsterdam-Zeebrugge	BA P&O	83,781
16	0700/1900	AIDAbella	Le Havre/Hamburg	IT Aida Cruises	69,203
16		Queen Elizabeth	St Peter Port/Western Mediterranean	BA Cunard	90,400
17	0800/1800	Nautica	Round UK/Iceland-Greenland	MI Oceana C	30,277
17	0600/1630	Explorer of the Seas	W Mediterranean/Atlantic C & Isles	BA RCI	137,276
20		Azura	Atlantic Isles & Coast/Baltic via Oslo	BA P&O	115,055
20	0630/1630	Balmoral	Oslo-Skagen/Zeebrugge-Le Havre	BE Fred. Olsen	43,537
20	0530/1630	Anthem of the Seas	Vigo-Bilbao/Western Mediterranean	BE RCI	167,800
21		Arcadia	Amsterdam-St Peter Pt/Norwegian F	BA P&O	83,781
23	0630/1630	Balmoral	Zeebrugge/round UK	BE Fred. Olsen	43,537
23	0700/1900	AIDAbella	Le Havre/Hamburg	IT Aida Cruises	69,203
24		Oriana	Adriatic/Faroe Islands-Iceland	BA P&O	69,840
25		Ventura	Atlantic Isles & Coast/Zeebrugge	BA P&O	116,071
26	0700/1700	Royal Princess	Baltic/round UK	BA P&O	142,714
26		Adonia	Round Ireland/Atlantic Coast	BA P&O	30,277
27		Britannia	W Mediterranean/Norwegian Fjords	BA P&O	147,730
27	0700/1600	Caribbean Princess	Norwegian Fjords/Baltic	BA P&O	112,894
27	0700/1630	Celebrity Eclipse	Baltic/Iceland-Norwegian Fjords	M Celebrity C	121,878
28		Arcadia	Norwegian Fjords/Adriatic	BA P&O	83,781
28		Ventura	Zeebrugge/Western Mediterranean	BA P&O	116,071
28		Queen Mary 2	New York(lv)/Hamburg	BA Cunard	151,000
29	0600/1630	Explorer of the Seas	Atlantic Isles & C/W Mediterranean	BA RCI	137,276
30	0700/1900	AIDAbella	Hamburg/Amsterdam	IT Aida Cruises	69,203
30		Queen Elizabeth	Western Mediterranean/Baltic	BA Cunard	90,400

Date	Arr/dep	Ship	From/to	Flag Operator	GT
DOVER					
1	0730/1830	Costa Fortuna	Savona-Lisbon/Amsterdam	IT Costa C	102,587
2	0600/2000	Braemar	Amsterdam/Flensburg-Hamburg	BE Fred. Olsen	24,344
4	0500/1600	Ocean Princess	Cape Town/Norwegian F-North Cape	BA P&O	30,277
6	0800/1500	Saga Pearl II	Greenock/Murmansk-Norwegian C	M Saga	18,591
10	0700/1800	Celebrity Silhouette	Amsterdam/British Is West & Dublin	M Celebrity C	122,400
12	0600/2000	Braemar	Hamburg-Bremen/Le Havre-Rouen	BE Fred. Olsen	24,344
16	0600/2000	Braemar	Rouen-Le Havre/North Cape	BE Fred. Olsen	24,344
20	0500/1600	Ocean Princess	North Cape-Norwegian Fjords/Baltic	BA P&O	30,277
23	0800/1500	Saga Pearl II	Murmansk/Golf of Bothnia-Kemi	M Saga	18,591
24	0800/1600	Saga Sapphire	Adriatic/Norwegian Fjords	M Saga	37,301
28	0600/2000	Braemar	North Cape/Atlantic Isles	BE Fred. Olsen	24,344
28	0600/1800	Crystal Symphony	Iceland/Round UK	BE Crystal C	51,044
HARWICH					
1-2	1300/1800	Astor	Bremerhaven/Newcastle	BE Cruise & Mar	20,606
6	0700/1600	Ryndam	North Cape/Norwegian Fjords	NL Holland/Am	55,819
8	0800/1600	Voyager	Baltic via Kiel Canal/Archangel	BE Voyager C	15,396
11	0400/1700	Brilliance of the Seas	Baltic via North Sea/Baltic via Nth Sea	BE RCI	90,090
13	0700/1600	Ryndam	Norwegian Fjords/Oslo-Stavanger	NL Holland/Am	55,819
20	0700/1600	Ryndam	Stavanger/Faroe Is-Iceland-Bergen	NL Holland/Am	55,819
23	0400/1700	Brilliance of the Seas	Baltic via North Sea/Baltic via Nth Sea	BE RCI	90,090
27	0600/1630	Voyager	Archangel-Murmansk/ x	BE Voyager C	15,396
TILBURY					
4	x /1600	Magellan	x /Amsterdam	BE Cruise & Mar	46,052
7	0700/1700	Magellan	Amsterdam/Norwegian Fjords	BE Cruise & Mar	46,052
13	0800/1700	Magellan	Norwegian Fjords/Norwegian Fjords	BE Cruise & Mar	46,052
19	0800/1700	Magellan	Norwegian Fjords/round UK	BE Cruise & Mar	46,052
28	0800/1700	Magellan	Round UK/Norwegian Fjords	BE Cruise & Mar	46,052
POOL OF LONDON					
1	30-5/0200	Berlin	Genoa-Vigo/Jmuiden	M F.T.I Cruises	9,570
7/8	x /1800	Silver Cloud	Lisbon-St Malo/Amsterdam	BE Silversea C	16,927
GREENWICH					
11	1200/2359	Albatros	Genoa-St Peter Port/Bremerhaven	BE Phoenix Rei	28,518
COBH					
14	0730/2000	Azamara Quest	Southampton/Amsterdam-Baltic	M Azamara C	30,277
DUBLIN					
16	x / x	Azamara Quest	Southampton/Amsterdam-Baltic	M Azamara C	30,277
GREENOCK					
4	0700/1200	Saga Pearl II	Iceland/Dover	M Saga	18,591
HOLYHEAD					
1	0800/1600	Marina	Montreal-Dublin/Southampton	MI Oceania C	65,999
HULL					
15	0600/1800	Azores	From France/Iceland	P Cruise & Mar	16,144
27	0300/1515	Azores	Iceland/Norwegian Fjords	P Cruise & Mar	16,144
INVERGORDON					
5	0700/1500	Marco Polo	Lerwick/Newcastle	BE Cruise & Mar	22,080
6	0900/2000	Astor	Rosyth/Bremerhaven	BE Cruise & Mar	20,606

April's mystery ship



The April mystery ship is the collier **Cliff Quay**, which was named after the coal-fired power station located in Ipswich, Suffolk (which was decommissioned in 1985). The ship was built by William Pickersgill, Sunderland (yard no.319) for the British Electrical Authority, London.

Completed in June 1950, she was of 3,357 tons gross, 1,763 tons net, measured 339ft by 46ft by 20ft, and she was fitted with a three-cylinder steam triple expansion engine built by the North Eastern Marine Eng Co (1938) Ltd Sunderland.

In 1954 her owners became the Central Electricity Authority and in 1958 she was transferred to the Central Electricity Generating Board, without a change of name.

She was withdrawn from service in 1983, by when she had served for 33 years for one owner on the north-east collier route to the Thames and other power stations along the south and east coast. **Eddie Wipperman, Wickford, Essex**

The location in the photo is her namesake, i.e. a wharf at Ipswich which served the **Cliff Quay Power Station**. **Cliff Quay** operated on the east coast of England between the Tyne and the Thames, with Blyth one of her regular ports of call to load coal for Ipswich. She arrived in Manchester late in 1983 for scrapping by **Stretford Shipbreakers Ltd**.

Ewen McGee, Glasgow

Compiled by Edwin Wilmshurst

Date	Arr/dep	Ship	From/to	Flag	Operator	GT
22	0800/2359	Costa Fortuna	Amsterdam/Iceland	IT	Costa C	102,587
29	1400/2000	MSC Splendida	Iceland/Amsterdam-Hamburg	PA	MSC	137,936
KILLYBEGS						
26	x x	Oriana	Southampton/Iceland	BA	P&O	69,840
KIRKWALL						
4	0700/1700	Marco Polo	Iceland-Lerwick/Newcastle	BE	Cruise & Mar	22,080
13	1000/1600	AIDA luna	Kiel/Iceland	IT	Aida Cruises	69,203
23	0900/1600	MSC Splendida	Hamburg/Iceland	PA	MSC	137,936
30	1000/1600	AIDA luna	Kiel/Iceland	IT	Aida Cruises	69,203
LEITH						
24	0645/1700	Marco Polo	Norwegian Fjords/Iceland	BE	Cruise & Mar	22,080
LERWICK						
3	0800/2200	Marco Polo	Iceland/Kirkwall-Newcastle	BE	Cruise & Mar	22,080
11	x / x	Bremen	Hamburg/Iceland	BE	Hapag-Lloyd	6,752
20	1200/1900	Nautica	Southampton/Greenland-Iceland	MI	Oceania C	30,277
LIVERPOOL						
19		Black Watch	Quebec/La Coruna-Bilbao	BE	Fred. Olsen	28,613
26		Black Watch	La Rochelle/Dublin	BE	Fred. Olsen	28,613
28		Black Watch	Dublin/Atlantic Isles & Coast	BE	Fred. Olsen	28,613
NEWCASTLE						
3	1200/2200	Astor	Harwich/Rosyth-Invergordon	BE	Cruise & Mar	20,606
6	0800/1600	Marco Polo	Iceland/Baltic via Kiel Canal	BE	Cruise & Mar	22,080
18	0800/2200	Marco Polo	Baltic/Norwegian Fjords	BE	Cruise & Mar	22,080
PORTLAND						
1	1100/2100	Serenade of the Seas	Boston/Le Havre	BE	RCI	90,090
PORTSMOUTH						
2	0800/2100	Europa 2	Hamburg/St Peter Port-Lisbon	M	Hapag-Lloyd	42,830
8	0730/1730	Minerva	W Mediterranean/Baltic via North Sea	BE	Swan Hellenic	12,449
23	0700/1600	Minerva	Baltic via Kiel Canal/round UK	BE	Swan Hellenic	12,449
ROSYTH						
1	1645/2300	Boudicca	Dover/Oslo-Eidfjord	BE	Fred. Olsen	28,388
4-5	0800/1800	Astor	Harwich/Bremerhaven	BE	Cruise & Mar	20,606
8	0515/1745	Boudicca	Oslo-Eidfjord/Baltic via Oslo	BE	Fred. Olsen	28,388
19	0515/1700	Nautica	Southampton/Iceland-Greenland	MI	Oceania C	30,277
21	0515/1745	Boudicca	Baltic/round North Coast of Scotland	BE	Fred. Olsen	28,388
28	0515/1745	Boudicca	North coast of Scotland/North Cape	BE	Fred. Olsen	28,388
ST PETER PORT						
1	0700/1700	Bremen	Lisbon/Hamburg	BE	Hapag-Lloyd	6,752
2	0800/1600	Marina	Montreal-Belfast/Southampton	MI	Oceania C	65,999
3	0900/1800	Europa 2	Hamburg/Lisbon	M	Hapag-Lloyd	42,830
6	0800/1700	Aurora	Zeebrugge/Southampton	BA	P&O	76,152
10	0800/1400	Albatros	Genoa-Lisbon/Bremerhaven	BE	Phoenix Rei	28,518
12	0800/2200	Azamara	St Malo-Southampton/Baltic	M	Azamara C	30,277
15	0700/1800	Queen Elizabeth	Southampton/Southampton	BA	Cunard	90,400
18	0800/1700	Anthem of the Seas	x / x	BE	RCI	167,800
20	0800/1700	Arcadia	Zeebrugge/Southampton	BA	P&O	83,781
27	0800/1800	Ventura	Zeebrugge/Southampton	BA	P&O	16,071

VESSELS WITH MORE THAN ONE CALL ROUND UK & IRELAND

ADONIA flag BA, P&O Cruises, 30,277grt; Southampton 5, Scilly Is 7, Cobh 8, St Peter Port 10 Southampton 12, Dublin 14, Belfast 15, Londonderry 16, Kellybegs 17, Galway 19, Foynes 20, Cobh 22, Waterford 23, St Peter Port 25, Southampton 26

AZORES flag P, Cruise & Maritime, 16,144grt; from Stornoway, Dublin 6 0800-1800, Avonmouth 7 1200-2030, Scilly Isles 8 1200-2100, St Peter Port 9, to/from France Hull 15 0600-1800, to/from Iceland, Lerwick 24 0800-2200, Kirkwall 25 0700-1700, Hull 27 0300

BALMORAL flag BE, Fred. Olsen, 43,537grt; from Southampton, St Peter Port 1, Tobermory 3, Kirkwall 4 1000-1700, Douglas 6, Dublin 7, Southampton 9

BOUDICCA flag BE, Fred. Olsen, 28,388grt; Rosyth 21, Kirkwall 22 1000-2200, Lerwick 23, Stornoway 24, Tobermory 25, Portree 26, to Rosyth.

CELEBRITY SILHOUETTE flag M, Celebrity Cruises, 122,400grt; from Amsterdam, Dover 10 0700-1800, St Peter Port 11 0700-1600, Cobh 12 1000-2000, Waterford 13 0700-1800, Dublin 14 0700-2000, Liverpool 15 0930-1930, Greenock 16 0800-1800, Holyhead 17 0800-1700 to Le Havre

CRYSTAL SYMPHONY flag BE, Crystal Cruises, 51,044grt; from New York, Greenock 24 0900-1800, Dublin 25 0800-2359, Portland 27 0700-1900, Dover 28 0600-1800, Fowey 29 1000-1900, Waterford 30 0800-1900, to Liverpool

HANSEATIC flag BE, Hapag-Lloyd, 8,378grt; From Lisbon, Scilly Is 2, Penzance 3, Dublin 4 0800-2359, Douglas 5 0900-1800, Iona 6, Portree 7 0800-1500, Kirkwall 8 0700-1500, Leith 9 0830-2359, Eyemouth 10 0900-1800, to/from Hamburg, Portsmouth 17, Scilly Is 18, Cobh 19, Dingle 21, Galway 22, Tory Is 22 pm, Iona 24, Stornoway 25, to Iceland

HEBRIDEAN PRINCESS flag GB, Hebridean Island Cruises, 2,112grt; Armadale 1am, Egg 1pm, 22pm, 29am, Oban 2, 9, 16, 23, 30, St Kilda 4, 20, Lochmaddy 5, Stornoway 6, 19, Gairloch 7, 18pm, 25, Rum 8, Port Ellen 10, Belfast 11, Peel 12, Ballycastle 14, Ardfert 15, Raasay 17, Portree 18am, 27, Eriskay 21, Canna 22am, 28, Muck 24, Lochinver 26, Tobermory 29pm

ISLAND SKY flag BE, Noble Caledonia, 4,280grt; Oban 26, Pabbay Is 27, St Kilda 28, Stornoway 29, Inverawe 30, to Canna

MAGELLAN flag BE, Cruise & Maritime, 46,052grt; Tilbury 19 0800-1700, Invergordon 21 0800-1800, Stornoway 22 0700-1900, Tobermory 23 0800-1100, Dublin 24 0800-1745, Scilly Is 26 0900-1800, St Peter Port 26 0800-1800, Tilbury 28 0800-1700, Invergordon 30 0800-2000

MARCO POLO flag BE, Cruise & Maritime, 22,080grt; From Newcastle, Lerwick 3 0800-2200, Kirkwall 4 0700-1230, Invergordon 5 0700-1500, Newcastle 6 0800-1600

MINERVA flag BE, Swan Hellenic Cruises, 12,449grt; Portsmouth 23 0700-1600, Chatham 24 1000-1800, Rosyth 26 0715-1700, Invergordon 27 1230-1930, Kirkwall 28 0800-2100, Stornoway 29/30 0800-1800, Oban 30 2200, dep July 1

NAUTICA flag MI, Oceania Cruises, 30,277grt; From Lisbon, Southampton 7 0800-1800, Newcastle 9 0800-2100, Rosyth 10 0800-2000, Greenock 12 0800-1800, Liverpool 13 0800-2200, Dublin 14 0800-2000, Cobh 15 0800-1600, Plymouth 16 0800-1700, Southampton 17 0800-1800, Rosyth 19 0800-1700, Lerwick 20 1200-1900, to Greenland-Iceland

PRINSENDAM flag NL, Holland-America, 37,845grt; from IJmuiden, Portland 5 0700-1900, St Peter Port 6 0800-1800, Falmouth 7 0800-1900, Milford Haven 8 0800-1700, Dublin 9 0800-2300, Killybegs 11 0800-1700, Galway 12 0800-1800, Foynes 13 0800-1700, to Le Havre

ROYAL PRINCESS flag BA, P&O Cruises, 142,714grt; Southampton 2, 26 0500-1700, St Peter Port 3, 27 0700-1800, Cobh 4, 28 0800-1800, Dublin 5, 29 0700-1900, Liverpool 6, 30 0800-1800, Belfast 7 0800-1800, Greenock 8 0700-1800, Invergordon 10 0700-1800, South Queensferry 11 0700-1900, Southampton 14 0500-1700, to Baltic

SILVER EXPLORER flag BE, Silverseas Cruises, 6,072grt; From Tobermory, Armadale 1 0700-1130, Rhum 1 1400-1930, St Kilda 2 0630-1630, to Faroe Islands.

FLAG CODES BA Bermuda, BE Bahamian, G Germany, GB Great Britain, IT Italy, M Malta, MI, Marshall Is, NL Netherlands, P Portugal, PA Panama

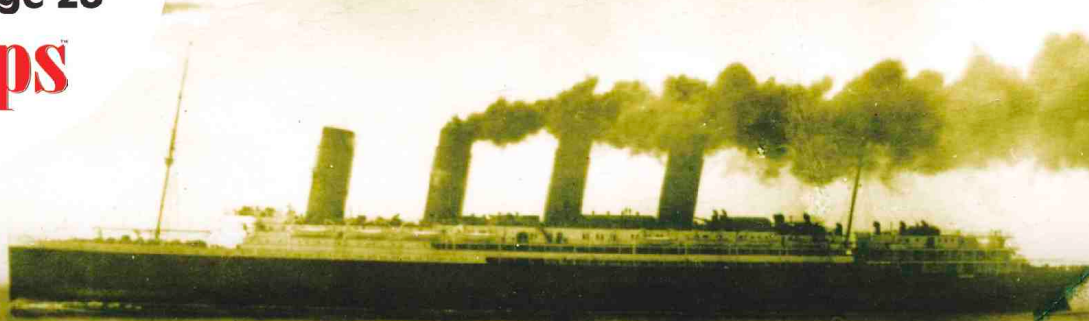
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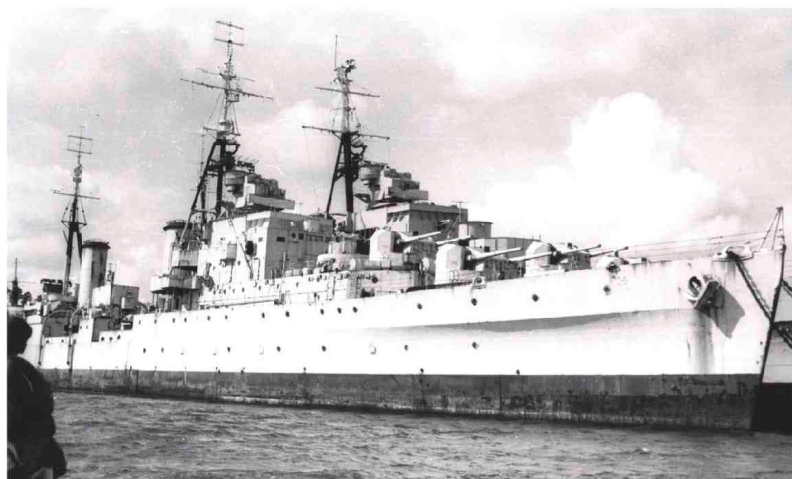
Ships
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LUSITANIA ANNIVERSARY

Launched in 1906 at Clydebank, Lusitania was at one time the world's fastest ship. She remained in service during World War I and was sunk by U-20 entering Queenstown harbour in May 1915. Campbell McCutcheon uses historical photos to show the history of the ship and the infamous act that saw over 1,000 lose their lives when she went down.



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Nick Hall describes the Arethusa and Dido class cruisers, which served in home waters, the Arctic, the Atlantic, and the Pacific during World War II.

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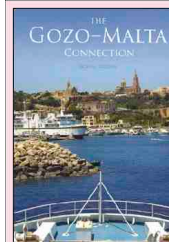
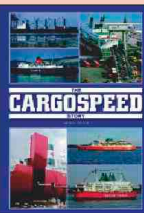
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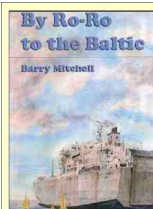
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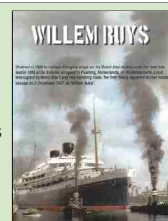


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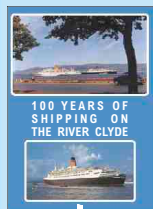
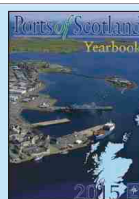
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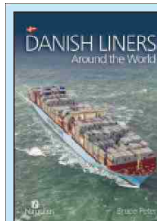
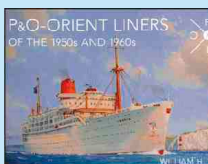
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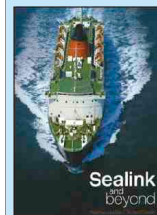
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